MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

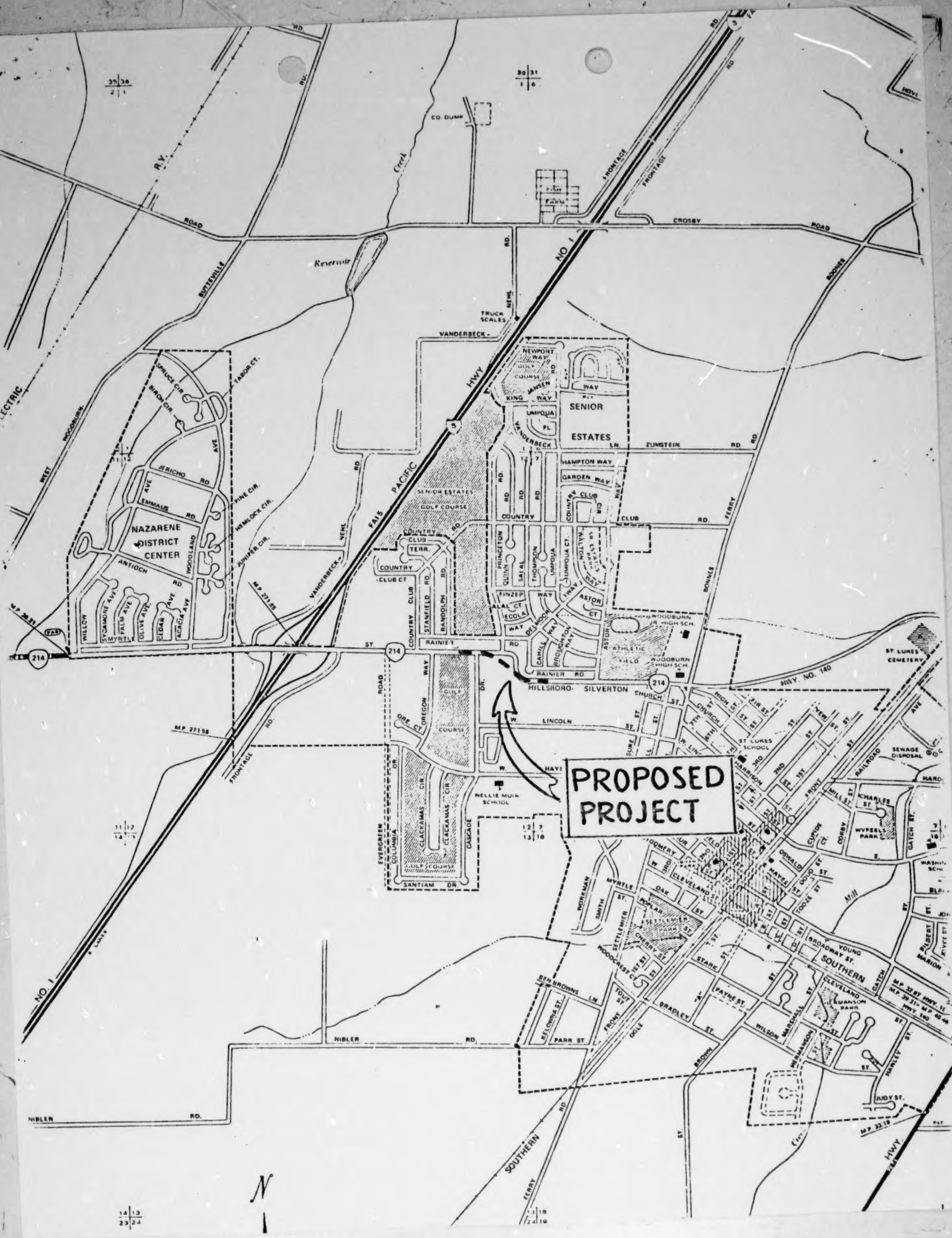
ROLL NO. 224

CONTRACT NUMBER: 9290 (Cont'd from Reel 223 (1980))

1981 "S" Curve (Woodburn) Sec. 9290
on the Hillsboro-Silverton Hwy.
(Grading and paving)

CONTINUED

CHA 7456 3-20-81, 9-16-82


PROPOSED PROJECT
NAZARENE DISTRICT CENTER
SENIOR ESTATES
SENIOR ESTATES GOLF COURSE
NEWPORT WAY
KING WAY
JANSEN WAY
UMPQUA FL
VANDERBECK LN.
HAMPTON WAY
GARDEN WAY
COUNTRY CLUB CIR.
COUNTRY CLUB RD.
COUNTRY CLUB TERR.
COUNTRY CLUB CT.
PRINCETON WAY
QUINN WAY
SALAL WAY
THOMPSON WAY
UMPQUA CT.
WALTON WAY
ASTOR CT.
FINZEP WAY
SALAL CT.
ECOLA WAY
DELMOON WAY
CAMILL WAY
BROUGHTON WAY
ATHLETIC FIELD
WOODBURN JR HIGH SCH.
WOODBURN HIGH SCH.
ST LUKES CEMETERY
HWY. NO. 140
HILLSBORO-SILVERTON HWY.
RAINIER RD.
ZUMSTEIN RD.
CROSBY ROAD
BOONES FERRY RD.
BUTTEVILLE ROAD
WEST WOODBURN ELECTRIC
R.V.
Creek
Reservoir
CO. DUMP
TRUCK SCALES
VANDERBECK
NEWL
HWY NO 1
FRONTAGE
PACIFIC HWY
JERICHO RD.
EMMAUS RD.
ANTIOCH RD.
SPRUCE CIR.
BIRCH CIR.
TABOR CT.
PINE CIR.
HEMLOCK CIR.
JUNIPER CIR.
WOODLAND AVE
WILLOW
SYCAMORE AVE
MYRTLE
PALM AVE
OLIVE AVE
CEDAR AVE
ACACIA AVE
MP 27158
MP 27155
MP 30.91
PAD
214
ORE. CT.
OREGON WAY
COUNTRY CLUB ROAD
STANFIELD RD.
RANDOLPH RD.
GOLF COURSE
CLACKAMAS CIR.
CLACKAMAS CIR.
EVERGREEN
COLUMBIA
CASCADE
SANTIAM DR.
NELLIE MUIR SCHOOL
W. LINCOLN ST.
W. HAVEN
ST LUKES SCHOOL
SEWAGE DISPOSAL
CHURCH ST.
HIGH ST.
7TH ST.
6TH ST.
3RD ST.
2ND ST.
1ST ST.
FRONT ST.
HARRISON ST.
MILL ST.
CHARLES ST.
CLIFTON CT.
CORBY ST.
WYPEELS PARK
GATCH ST.
OSWALD ST.
HAYES ST.
MONTGOMERY
CLEVELAND ST.
OAK ST.
MYRTLE ST.
POPLAR ST.
CHERRY ST.
WOODCREST 1ST ST.
WORKMAN ST.
SMITH ST.
SETTLEMIER ST.
TOOKE ST.
DOUD ST.
YOUNG ST.
BROADWAY ST.
SOUTHERN PACIFIC
STARK ST.
PAYNE ST.
BRADLEY ST.
WILSON ST.
MARSHALL ST.
CLEVELAND PARK
MP 32.87 HWY. 11
MP 30.31 MP 30.46 HWY. 140
HARLEY ST.
JUDY ST.
MP 33.18
HWY.
BEN BROWNS LN.
TOUT ST.
FRONT ST.
OGLE ST.
KELLOGG ST.
PARR ST.
NIBLER RD.
BROWN RD.
SOUTHERN PACIFIC
FERRY ST.
N

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: F I L E S

DATE: July 20, 1979

FROM: George C. Wills
Field Location Engineer

SUBJECT: Woodburn "S" Curves
Hillsboro-Silverton Highway
Marion County
No Survey Prefix

Subject survey has been received at the Location Office. Since it is not on an approved program, the project will be retained in our file unless otherwise directed.

If it is placed on a program in the future, it would be eligible for funding with State or Local Funding. Some difficulty might be encountered in securing Federal Aid Funding due to the two-lane design proposed and current traffic of 9,200 ADT. The highway is classified as a Federal Aid Primary and is eligible for Federal Aid Primary. It could be eligible for funds made available through the agreement between the Transportation Commission and Portland MSD.

Estimate of cost is $270,000. If curb, sidewalk and storm sewer are constructed, the estimate increases by $95,000 to a cost of $365,000.

GCW:ge

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
J. H. Versteeg
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
JUL 20'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

125-1387

9290

March 28, 1979

Mr. Gen Lewis, President
Woodburn Chamber of Commerce
230 West Hayes Street
Post Office Box 194
Woodburn, Oregon 97071

Dear Mr. Lewis:

The problem at the "S" curve on Highway 214 is one which the City of Woodburn and the State Department of Transportation have been concerned with for quite a number of years.

We appreciate the cooperation of the City of Woodburn in obtaining the right-of-way for the realignment of this section of highway. Unfortunately, no money is available in our current budget for the work which is required to make this improvement.

Many projects of this type could have been financed had we been successful in obtaining additional revenue from the gas tax measures and the registration fee increase which were overwhelmingly turned down by the Oregon voter. We are hoping that some measures may be taken by the Legislature to help us out financially and make it possible to finance this type of improvement in the very near future.

We agree with the City of Woodburn that this is an important project and sincerely hope that it will be possible to make some progress in this improvement in the near future.

Sincerely,

F. B. Klaboe
Director of Transportation

COF:gl fn

WOODBURN AREA CHAMBER OF COMMERCE

3/19/79

Fred Klaboe
Department of Transportation
Salem, Oregon 97310

Gentlemen:

The Woodburn Chamber of Commerce wishes to join forces in emphasizing a transportation bottleneck within the city of Woodburn, on State Highway 214 at Princeton Road. This problem has been identified for many years, but has been set aside for one reason or another, the last one being the cost of purchasing the land necessary to eliminate the "S" curve. Due to efforts of the city of Woodburn the property required for the realignment has been made available to the State of Oregon at no cost.

It is clear that the city recognizes the seriousness of the present situation and the safety hazard that this condition creates. It is equally clear that the approach to the city's business and industrial centers from I-5 is certainly not the most convenient.

We strongly urge the Department of Transportation to "dust off" the plans for this project and correct a hazardous condition that will continue to increase.

Sincerely, Gen Lewis

Gen Lewis, President
Woodburn Chamber of Commerce

cc: City of Woodburn

RECEIVED
DOT DIRECTOR
MAR 28 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

230 W. Hayes St. • P.O. Box 194 • WOODBURN, OREGON 97071 • Phone 503/982-8221

9290

FORM 81.734.3030

3-20-79

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 1, 1979

Salem, Oregon

FILE:

NOTED
H. S. COULTER

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: "S" Curve
Hillsboro-Silverton Highway
City of Woodburn

REGION 2 ENGINEER
RECEIVED
FEB 6 1979
RLE RDE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

On January 16, 1979, I responded to a letter from Max L. Pope, City Administrator for the City of Woodburn, discussing the "S" curve problem and at the same time, resubmitted our project request for the construction of a corrective solution to this problem. At that time, you requested that we estimate what it would cost to downscope the project and provide a facility that would improve the situation at this location.

My Location Engineer has reviewed the existing location and has provided an estimate for constructing two 12' travel lanes, a 14' median, and 4' shoulders on the alignment that has been adopted by the City of Woodburn and for which they have obtained the right of way. His estimate indicates that a downscope project of this kind could be constructed for $132,373. A copy of this estimate is attached for your review.

The estimate as prepared, was taken from an existing location which was staked and cross sectioned from a different alignment. It would, therefore, be advisable to restake this project in the field before we can provide an estimate that we feel would be totally accurate. I do, however, believe that the construction of this facility on these standards could be performed at near the estimated cost. Please advise this office if you feel any additional work on this project is necessary at this time.

COF/gl
attachment
cc: Richard Nelson

RECEIVED
STATE HWY ENGR
FEB 5 '79
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Does this estimate cover the same location as the 2.10 Dan's did? - Ted H.

3/20
REFER TO
Moehrwin
BY STATE HWY. ENGR.

Perhaps include in one of the added program lists
Joe

"S" Curves
Hibbs - South Bay
2-7-77

The $132,000 estimate covers the same surface as the $40,000 estimate, the difference is as follows:

$132,000 est.	$40,000 est.
2 12' Travel lanes	4 12' Travel lanes
a 14' Median	a 16' Median
2 4' Shoulders	2 8' Shoulders
No Sidewalks	1,333 Sq. yds. walks
No Storm Sewers	1,000' Sewer Pipe
No Man Holes	8 man holes
No inlets	2 inlets
No Curbs	2,400 L.F Curbs
No Mobilization	9 % Mob.
Surfacing depth the same	Sub base
estimates	

Jack Pool
J.M.E.

cc H.S. Coulter sent 2-7-77
F

OREGON STATE HIGHWAY DIVISION sheet ____ of ____

SUMMARY--BID SCHEDULE--COST ESTIMATE Date ____

Section: ESS Curves, Prop. A County Marion

Kind of Work Grading & Paving Length 1220' Prefix ____

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Temporary Protection & Direction of Traffic	111	L.S.	All	3%	3,213
2	Temporary Signs	111	Sq Ft.	136	6.50	884
3	Flagmen	111	Hr.	200	20	4,000
4	Clearing & Grubbing	201	L.S.	All		1000
5	Removal of Structures & Obstructions	202	L.S.	All		8,500
6	General Excavation	203	C.Y.	2129	7.50	15968
7	Obliteration of Old Rdwy	224	So. Yd	400	1	400
8	Watering	233	M.-Gal	6	10	60
9	Aggregate Shoulder	304	Cu. Yd.	234	7	1645
10	P.M.B.B.	401	Ton	3,485	16	55,760
11	Cl. 'B' Asphalt Core Mix	403	Ton	523	22	11,506
12	Asphalt cement Tn Mix	403	Ton	34	100	3,400
13	Asphalt Tack Coat	407	Ton	1	150	150
14	Extend 15 3/4" x 10" Arch Pipe	522	Lin Ft	15	255	3,825
						110,311
	Engineering & Contingencies	20%				22,062
				Total		132,373

9.290

GENERAL FILES

February 22, 1979

Mr. William Jensen, President
Senior Estates Golf & Country Club
1776 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Jensen:

The problem at the "S" curve on Highway 214 is one which the City of Woodburn and the State Department of Transportation have been concerned with for quite a number of years. We appreciate the cooperation of the City of Woodburn in obtaining the right-of-way for the realignment of this section of highway. Unfortunately no money is available in our current budget for the work which is required to make this improvement.

Many projects of this type could have been financed had we been successful in obtaining additional revenue from the gas tax measures and the registration fee increase which were overwhelmingly turned down by the Oregon voter. We are hoping that some measures may be taken by the Legislature to help us out financially and make it possible to finance this type of improvement in the very near future.

We agree with the City of Woodburn that this is an important project and sincerely hope that it will be possible to make some progress in this improvement in the near future.

Sincerely,

F. B. Klaboe
Director of Transportation

cc Senator Tony Meeker

COF:gl fn
bc H. S. Coulter
E. S. Hunter
C. O. Fredrickson
J. H. Versteeg
D. H. Moehring
R. L. Schroeder
Bob Hamilton
George Bell

Senior Estates
GOLF AND COUNTRY CLUB
1776 Country Club Road
Woodburn, Oregon 97071 Phone 982-1776

February 9, 1979

Director
Department of Transportation
State of Oregon
Salem, Oregon 97310

Dear Sir:

The Board of Directors of Senior Estates Golf and Country Club, Inc., a corporation, representing 2500 senior citizens residing in the City of Woodburn, advises the Department of Transportation of their deep concern for the safety of their corporate members and the traveling public at the sharp double curve located within their neighborhood on State Highway 214 in Woodburn near Cascade Drive.

The Five-Year-Plan, priorities, and real estate difficulties have been explained and complained about many times to this community. But the list of accidents, both reported and unreported, has continued to mount. The prospects for the future are increasingly dismal. A recent fatality, involving two of our members, has motivated the Board to register this strong reaction.

It is our belief that positive and early action should reward the diligent efforts of the City Council, City Planning Commission, and the property owner who has dedicated the property required for the realignment of the highway!

Respectfully,

SENIOR ESTATES GOLF AND COUNTRY CLUB

William Jensen

William Jensen, President

SL:ll

Copies to: Chairman, Trans. Com.
Dir., Oregon State Highway Dept.
Dir., Oregon State Highway Safety
Dir., Public Works, City of Woodburn

RECEIVED
STATE HWY ENGR
FEB 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
FEB 15 '79
REFER TO
Coalition
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

929

L

ROBERT W. STRAUB
GOVERNOR

Vic Atiyeh

cc H. S. Coulter
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Frank Terpin
L. E. George
C. O. Fredrickson

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 30, 1979

Mr. James E. Ficken
215 N. Third Street
Woodburn, OR 97071

Dear Mr. Ficken:

You recently wrote outlining the need to improve the "S" curve on Highway 214 in Woodburn. Several other parties have been calling this to my attention, including the City of Woodburn and the Woodburn Chamber of Commerce.

We have completed the preliminary engineering and the City has acquired the right-of-way for the project. All that remains is to obtain financing for the actual construction.

All of the funds available to us for highway improvement are obligated by the Six-Year Highway Improvement Program. This project is not on the current program. The program is, however, due for a review and a series of public hearings toward the end of 1979. At these hearings, we will be requesting the public to give us suggested projects to add to the program for Fiscal Years 1985 and 1986. The list of projects obtained by this method will be extensive and far exceed the funds that will be available.

Since there is considerable public, City and County agency interest in adding this project to the program, I am sure it will be considered in any revision. However, you must understand that it will have to compete with all other suggested projects for the small amount of funds available.

Very truly yours,

F. B. Klaboe
Director of Transportation

dn

ESH:ja

JAMES E. FICKEN

January 18, 1979

RECEIVED
DOT ~~OPERATIONS~~ Director
JAN 19 '79
REFER TO
Hunter

Mr. Fred Klaboe
Director
State Department of Transportation
Highway Division
Salem, Oregon

Dear Mr. Klaboe:

As a Woodburn homeowner and an Oregon taxpayer I urge you to take action now to improve the S-curve on Highway 214 in Woodburn.

This stretch of road is the most treacherous of any I've seen in more than 30 years of driving. Not only are the lanes so narrow that it's difficult to avoid on-coming traffic, the deep uncovered ditchs beside the road offer an additional hazard.

I think it is a miracle that there haven't been more bad accidents on this S-curve. I'm sure, Mr. Klaboe, that if you drove this highway every day as the people of Woodburn do, you would want to make its improvement a matter of urgent priority.

RECEIVED
TECHNICAL SERVICES
JAN 19'79
REFER TO
FOR
Info | Inves | R/C | D/R | ten | Act

Thanks for listening to this plea.

Sincerely,

James E. Ficken

GENERAL FILES

January 18, 1979

Marion County Board of
Commissioners
Courthouse
Salem, OR 97301

Gentlemen:

In reference to your January 9 request for consideration of Woodburn's application for the improvement of the "S" curve on Highway 214, we agree that improvement is needed, but funding for the project is just not available at this time. Funds available in the State Secondary appropriation have been committed to projects approved in the Six-Year Highway Improvement Program. To move this project into the program would mean that we would have to remove one of the already approved projects, an action which we do not like to do.

I am attaching a copy of a letter explaining our position concerning this project which our Region Engineer forwarded to the City of Woodburn.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Att.

bc F. B. Klaboe
C. O. Fredrickson
E. S. Hunter
J. H. Versteeg
Frank Terpin
L. E. George
D. H. Moehring

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Randall Franke
Pat McCarthy

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

January 9, 1979

Mr. Fred Klaboe, Director
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Fred:

The Marion County Commissioners are writing again to support the City of Woodburn in its request to have the sharp "s" curve on Highway 214, East of I-5, re-constructed on a much safer alignment.

With the rapid increase in traffic on this section of highway together with the high accident rate, we would urge that this section be considered as a top priority item for early improvement. As you may be aware, the City of Woodburn has acquired the right-of-way necessary for the relocated improvement.

We trust that you give this matter favorable consideration, and we would be glad to lend our support before the Transportation Commission if it would be helpful.

Very truly yours,

Harry Carson Jr.
Chairman

Randall Franke
Commissioner

Pat McCarthy
Commissioner

RECEIVED
TECHNICAL SERVICES
JAN 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-15-79
Jerpin has copy
sent in by Parsons
H.D. Elk

RECEIVED
DOT OPERATIONS
JAN 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JAA:cp

cc: Mayor Lawson

WOODBURN SR. EST.S NO. 3

WOODBURN SR. EST.S NO. 3

126+85.00 P.I.
N 550,188.72
E 1,389,195.86

S 87°17'30" E

Fd. NNE Cor.
D.L.C. 78, Brass Disk
N 550,153.87
E 1,389,470.11

45'

45'

129+2.79 P

0.2 Ac. Lt.±

43°15'

0.82 Ac.±

3.06 Ac. Rt.±

S 35°29'

45'

Well No.

130+

124+15.34 P.S.

CASCADE DRIVE

125+55.34 P.S.C.

127+85.40 P.C.S.

129+25.40 P.T.

P.L. Peterson
753-637
757-148
R21-1328

14' CR
Δ = 51°48'30"
Ts = 269.66'
140 sps.
S = 9°48'
d = 10.0

131+96.89 P.I.
N 549,748.07
E 1,389,509.98

e: Coordinates used on this map are on a Local Datum Plane
ch represents true ground distances. Bearings are Oregon State
l North Zone. To convert LDP Coordinates to Oregon State Grid
rth Zone, multiply LDP Coordinates by 0.9998860.

G. LEASURE D.L.C. NO.

1R-4-415

SR. ESTS. NO. 3

N

T.5S., R.2 W.W.M.
T.5S., R.1 W.W.M.

14° C.L.
Δ = 51° 41' 00"
S = 269.10'
140 sps.
S = 9.48
a = 10.0

B. F. HALL D.L.C. NO. 77

WOODBURN SR. ESTATES

NNE Cor.
D.L.C. 78, Brass Disk
N 550,153.87
E 1,389,470.11

129+27.79 P.S.

130+67.79 P.S.C.

132+96.96 P.C.S.

134+36.96 P.T.

N 550,000

E 1,390,000

2 Ac. Lt. ±

S 35° 29' 45" E

Well Ho.

BROUGHTON WAY

S 87° 10' 00" E

See 1R-4-399

Note:
For Original 1R-4-415 See File 43915

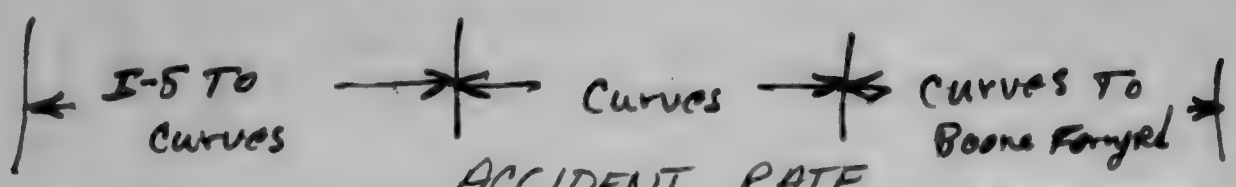
131+96.89 P.I.
N 549,748.07
E 1,389,509.98

Sec. 12
Sec. 7

RE D.L.C. NO. 78

OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	RW
Highway	Hillsboro-Silverton
County	Marion
Scale 1" = 100'	Date Oct., 1969

Rev. June, 1978



ACCIDENT RATE

YR	SECTION "A"	SECTION "B"	SECTION "C"	STATE RATE
1973	1.91	3.45	3.45	4.19
1974	5.53	3.24	0	5.06
1975	4.53	3.24	5.55	5.82
1976	9.44	0	1.59	5.12
1977	2.88	4.79	4.67	5.35

LENGTH 0.13 MILES

Frank Terpin: (TM 212

The Curve Section Came out Better than the I-5 to Curves Section "A" One Fatal in Section "A" Also.

Recent Fatal in Curve Section (Sec "B").

22 persons Injured in Section "A" —

Glen
1/17/79

SECTION "A"

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION
City WOODBURN
Street
Hwy. No. 140 Rte. No. 219
From FWY MP. 36.80
To MP. 37.34
Period Covered:
1-1-73 to 6-30-78

	COLLISION TYPE													ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			ACCIDENT RATE
1973			1			1							2					4	1.91
1974	1		3			1		1					6			4		4	5.53
1975	2		1			1			1				5			3	1	1	4.53
1976			5			8			1	1	1		16			9		11	9.44
1977			2			3							5			4		1	2.88
1-1-78 TO 6-30-78 1978			3			1							4			3		1	
TOTAL	3		15			15		1	2	1	1		38			23		22	

SECTION "B"

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION
City WOODBURN
Street
Hwy. No. 140 Rte. No. 219
From MP 37.34
To MP 37.47
Period Covered:
1-1-73 to 6-30-78

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			ACCIDENT RATE
1973					1								1			1			3.45
1974				1									1			1			3.24
1975		1											1			1			3.24
1976													0						0
1977		1		1									2					2	4.79
1-1-78 TO 6-30-78 1978													0						INCIDENT 12-28-78 2 FATALS
TOTAL		2		2	1								5			3		2	

SECTION "C"

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION
City WOODBURN
Street
Hwy. No. 140 Rte. No. 219
From M.P. 37.47
To M.P. 37.87
Period Covered:
1-1-73 to 6-30-78

	COLLISION TYPE													ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			ACCIDENT RATE
1973				1						1			2			1		1	3.45
1974													0						0
1975						6							6			5		1	5.55
1976			1	1									2			1		1	1.59
1977			4	1	1								6			1		5	4.67
1-1-78 TO 6-30-78 1978			3										3					4	
TOTAL			8	3	1	6				1			19			8		12	

5433

Woodburn "S" Curve

ADT 1977 = 2800
Projected 1995 =

~~Accident Rate - 1977 or~~

1979 cost estimate - $420,000 (See project request)

Accident Rate (See attachment)

	Fatal	Non-Fatal	Prop. Damage	Total
1975	–	–	1	1
1976	–	–	1	1
1977	–	1	1	2
1978 (8mo)	–	1	1	2
Total	0	2	4	6

Fredrickson is checking a downscoped version of Alternate "A" to see if it might be cost-effective. Should have answer by the end of the week.

E

CITY OF WOODBURN

270 Montgomery Street Woodburn, Oregon 97071 981-7111

City Administrator

January 9, 1979

C. O. Fredrickson
Regional Engineer
East State Highway Building
Salem, OR 97310

Dear Mr. Fredrickson:

For many years the City of Woodburn has attempted to have the Highway Division remedy the S-curve on Highway 214 between I-5 and Boones Ferry Road. This has always been a hazard and a problem. In recent years the problem and hazard has become even more serious due to increased population and traffic. A traffic count in 1977 indicated more than 10,000 vehicles per day. A recent count by the City indicates an increase to approximately 13,000 vehicles per day.

In the past the Highway Division claimed it could do nothing about the S-curve because it was not able to acquire a right-of-way. Finally, in frustration, the City of Woodburn decided to go ahead and do the Highway Division's work for them. The City now has a right-of-way through the property that will remedy the situation.

At its last meeting, and after two fatalities on the S-curve over the holidays, the City Council committed itself to taking whatever action is needed to get the problem remedied.

Your early attention to this section of Highway 214 will be greatly appreciated. I will be looking forward to hearing from you in the near future.

Thank you very much.

Max L. Pope
City Administrator

MLP/kv

cc: Fred Klaboe
Scott Coulter

RECEIVED
TECHNICAL SERVICES
JAN 18'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Please show me what is planned & cost. Info.
1-14-79 Question answered E.S.H.

RECEIVED
DOT OPERATIONS
JAN 10'79
REFER TO Hamlin
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 7, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: I-5 to Mt. Angel Section
Hillsboro-Silverton Highway
Marion County

TO: E. S. Hunter
Deputy State Highway Engineer

A delegation from the Woodburn, Mt. Angel and Silverton areas wish to discuss with the Transportation Commission, at their June 21 meeting, highway conditions between Woodburn and Mt. Angel. Attached is a narrative for the one-mile segment between I-5 and Boones Ferry Road.

Also attached are the reconnaissance report, sketch maps and accident summaries.

VAB:mc

Attachments

WOODBURN-MT. ANGEL

The following reconnaissance report provides preliminary cost estimates for spot improvements for selected sections between Woodburn and Mt. Angel.

Subsequent to this report, the Traffic Section has investigated these spot improvement sections and recommended that the curve realignment section (MP 42.55-MP 4345) associated with the Canopy factory be considered for construction. This was the only section investigated that had a favorable benefit/cost ratio. It is anticipated that construction of this project would qualify to be funded with Title II Section 209 monies.

An anticipated minimum time frame to complete the necessary steps before contract is one to two years. Very recently it was learned that a homesite development is being constructed involving a house and barn in the immediate area which could effect additional delay.

VAB:MC

6/7/77

RECONNAISSANCE REPORT
WOODBURN-MT. ANGEL SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

We have reviewed the 1975 Field Location Survey for the purpose of determining costs for improving segments of this highway that have either sharp curvature or narrow bridges.

The five segments considered utilize the field survey alignment and could be constructed so as to fit the final reconstruction in the future. A typical section having two 12-foot lanes with two 4-foot paved shoulders was the basis of the estimate. The section as exists today was reconstructed in 1952, is two 10-foot lanes with two 6-foot gravel shoulders. For 1975, ADT varies from 2300 to 3800 vehicles; projected for 1995 is 4,000 to 7,000 ADT. Right of way estimates are for land costs and damages only--no improvements would be materially affected with roadway construction as considered in the following estimates for spot improvements.

Pudding River Bridge Unit (M.P. 40.54-M.P. 41.09)

This improvement proposes an alignment having a new structure of approximately the same length as the existing (520') parallel and downstream, thus allowing the present structure to be used as a detour. This existing pile trestle structure was constructed in 1934 with a 23-foot roadway width and is listed as #160 statewide in order of need to be replaced. The proposed alignment will eliminate a 10^{o} curve seen on the east end of the trestle by the introduction of a maximum 4^{o} curve alignment.

While no detailed hydraulics study has been made for this area, it is anticipated that the proposed higher grade will alleviate flooding conditions over the present roadway resulting in road closures.

The cost breakdown is as follows:

Length, miles	0.55
Grade and pave	$ 340,000
Right of way	10,000
Structure (32' width)	715,000
Est. Total Cost	$1,065,000

Unit from M.P. 41.40 to M.P. 41.87

This section of highway has two near-reversing curves, both 20^{o}. The proposed horizontal alignment is 14^{o} and 10^{o} curves and includes a correction in the vertical alignment--eliminating an existing sag condition. The 14^{o} curve was used in order to minimize the encroachment and the taking of several homes in the area.

The cost breakdown is as follows:

Length, miles	0.47
Grade and pave	$225,000
Right of way	10,000
Structures	- -
Est. Total Cost	$235,000

Unit from M.P. 42.55 to M.P. 43.45

This realignment proposal will cut inside an existing 20^{o} curve and lies in back of the congestion associated with the Consetoga Canopy plant, tavern and county road connection.

The cost breakdown is as follows:

Length, miles	0.66
Grade and pave	$260,000
Right of way	10,000
Structure	- -
Total Est. Cost	$270,000

Bochsler Creek Unit, M.P. 43.96 to M.P. 44.17

Two alternate possibilities for improvements are considered for this area: (1) Widen the present 20-foot long, 26-foot wide structure 8 feet on each side for a cost of $15,000, or (2) Replace the bridge with a box culvert and raise the grade some 25 feet, thus eliminating the sag vertical condition. The costs below include a detour to facilitate the construction of the box culvert and removal of the existing structure.

Length, miles	0.21
Grade and pave	$235,000
Right of way	5,000
Structure (Box Culv.)	95,000
Est. Total Cost	$335,000

Zollner Creek Unit, M.P. 44.51 to M.P. 44.89

Very similar conditions exist at this site as described for Bochsler Creek. The costs for widening the present bridge (20 feet long by 26 feet wide) are the same--$15,000. Replacing the structure with a box culvert and raising the roadway grade approximately 20 feet over the creek has been estimated as follows:

Length, miles	0.38
Grade and pave	$330,000
Right of way	5,000
Structure (Box Culv.)	110,000
Est. Total Cost	$445,000

A sketch map of the area and copies of the 5-year collision diagram summaries for four areas of sharp curvature are included.

VAB:mc

3/30/77

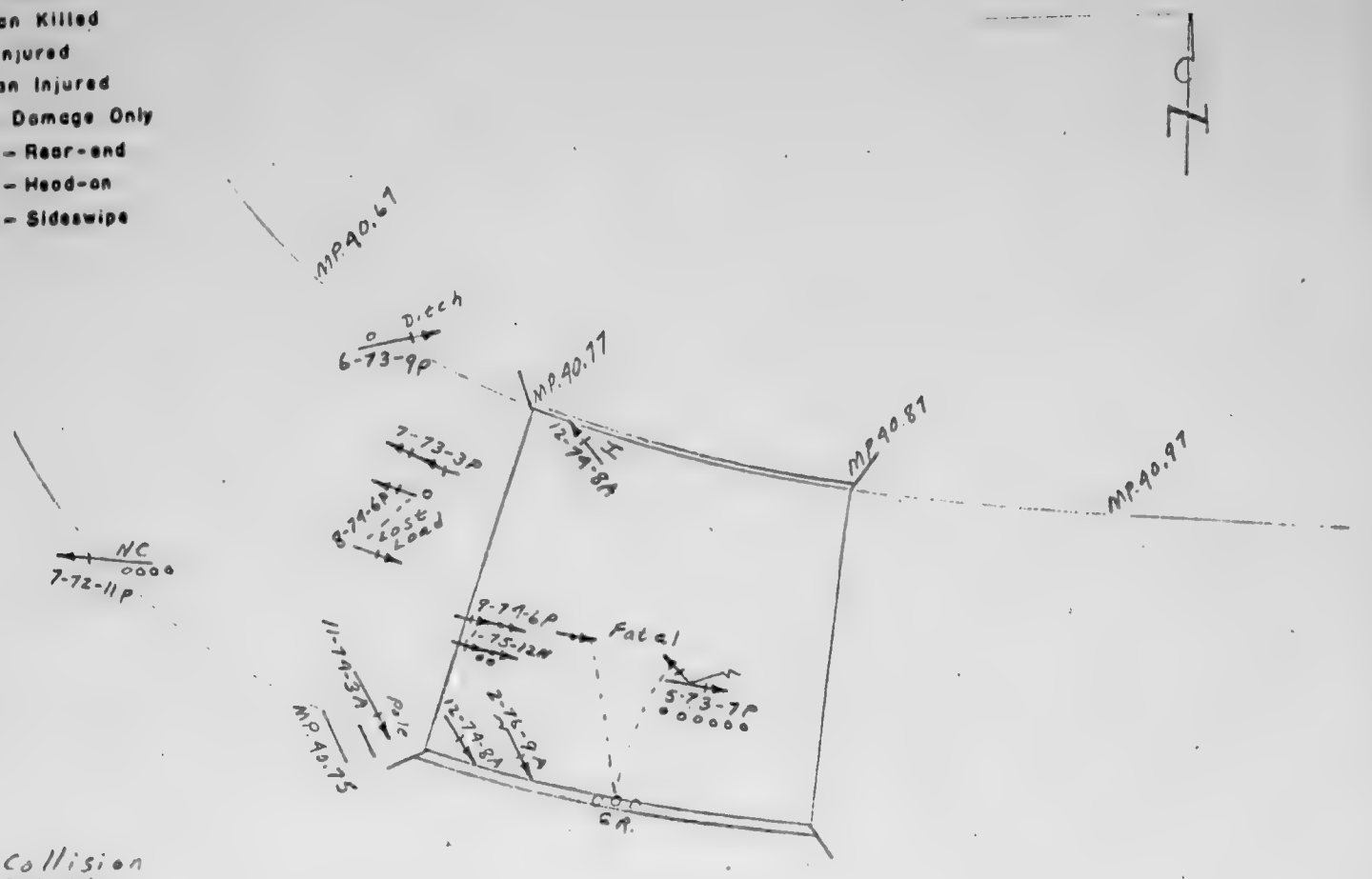
Woodburn
WITHAM
ROAD
42
PUDDING
Reservoir
BM 184
16
UNION
SCHOOL
Union School
15
Butte
14
47
SOUTHERN
PACIFIC
M.P. 40.54
M.P. 41.09
M.P. 41.40
Morris Bridge
CLACKAMAS CO
MARION CO
57
BM 188
54
21
22
23
M.P. 41.87
Mile 27
Reservoir
54
21
BM 162
22
57
Butte
CLACKAMAS
Mile 4
MARION CO
48
BM 170
M.P. 42.55
43
RIVER
Mile 30
28
27
26
M.P. 43.45
29
McKee School
BM 154
BM 178
M.P. 43.96
PUDDING
Zollner
Creek
SOUTHERN
32
33
34
Reservoir
35
M.P. 44.17
M.P. 44.51
BM 133
Cemetery
5
M.P. 44.89
PACIFIC
Zollner
4
3
2
58
Mt Calvary
Cemetery
BM 141
PUDDING
9
BM 16
Mount Angel

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Marion
Intersection of Hillcrest Drive and Pudding River Rd
Highway Number 140 (Orego) MP 40.67 - MP 40.97
Period Covered 1-1-72 9-30-76
Compiled by KA Drawn by _____ Date 3-7-77

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



NC - Non Collision
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal: MP 40.81
cir 5-21-73
Dry 6:37 PM
Day

Wbd. car crossed line, struck Ebd car and guard rail, forced into stopped Ebd. car

I - Icy

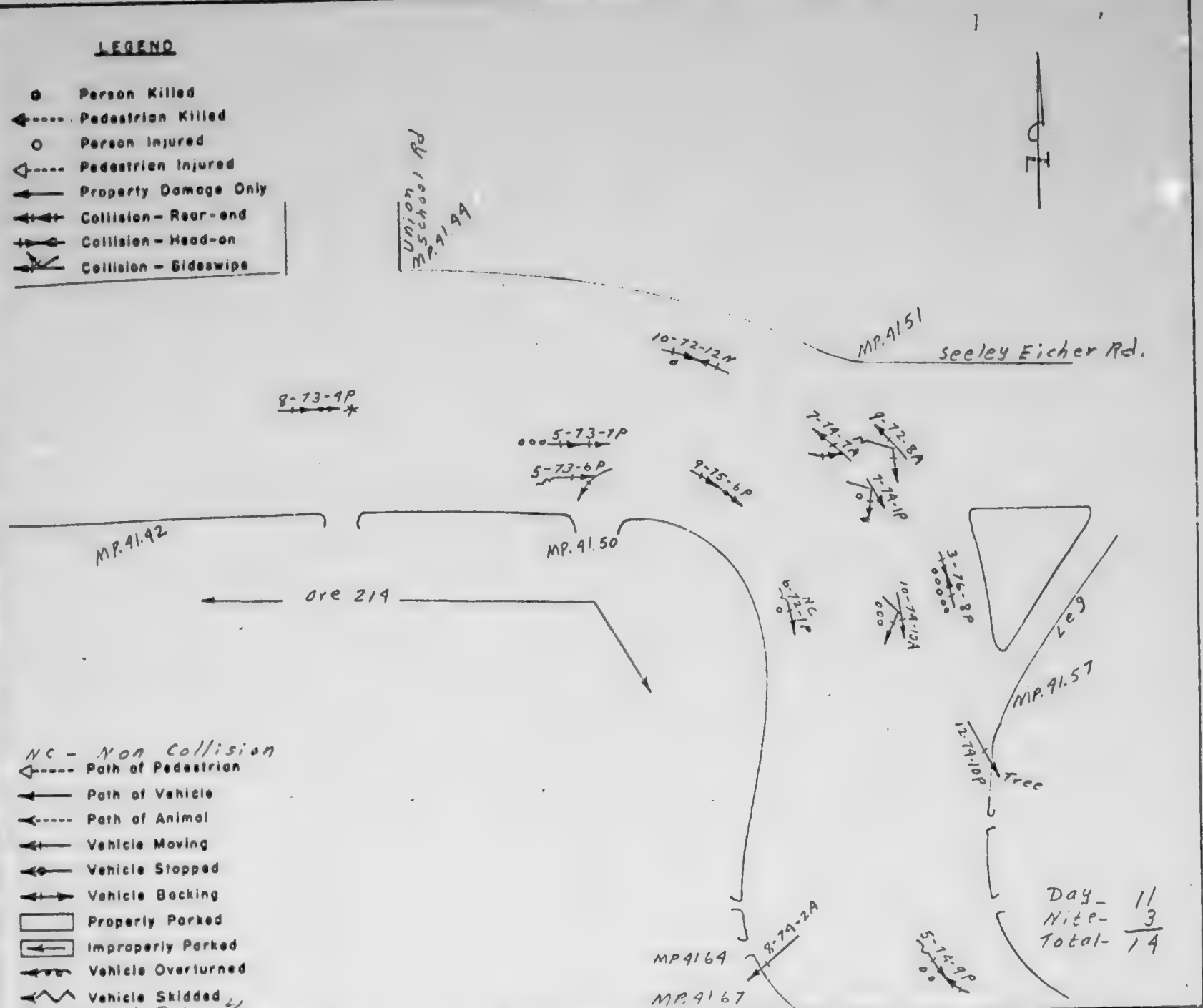
Day- 9
Nite- 2
Total 11

Collision Type	1972-1973				1974				1975				9-Mos-1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																		1	2	3
Rear-end			1	1			1	1		1		1					1			1
Sideswipe	1			1																
Turning Movement																				
Parking																		1		1
Non-collision		1		1																
Fixed Object		1		1			3	3							1	1		1	4	5
Pedestrian																				
Backing																		1		1
Misc						1		1												
TOTAL	1	2	1	4		1	4	5		1		1			1	1	1	4	6	11

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Marion
Intersection of Hillsboro-Silverton Hwy and MP. 41.42 to
Highway Number 190 (ore 214) MP. 41.67
Period Covered 1-1-72 9-30-76
Compiled by RL Drawn by _____ Date 3-8-77



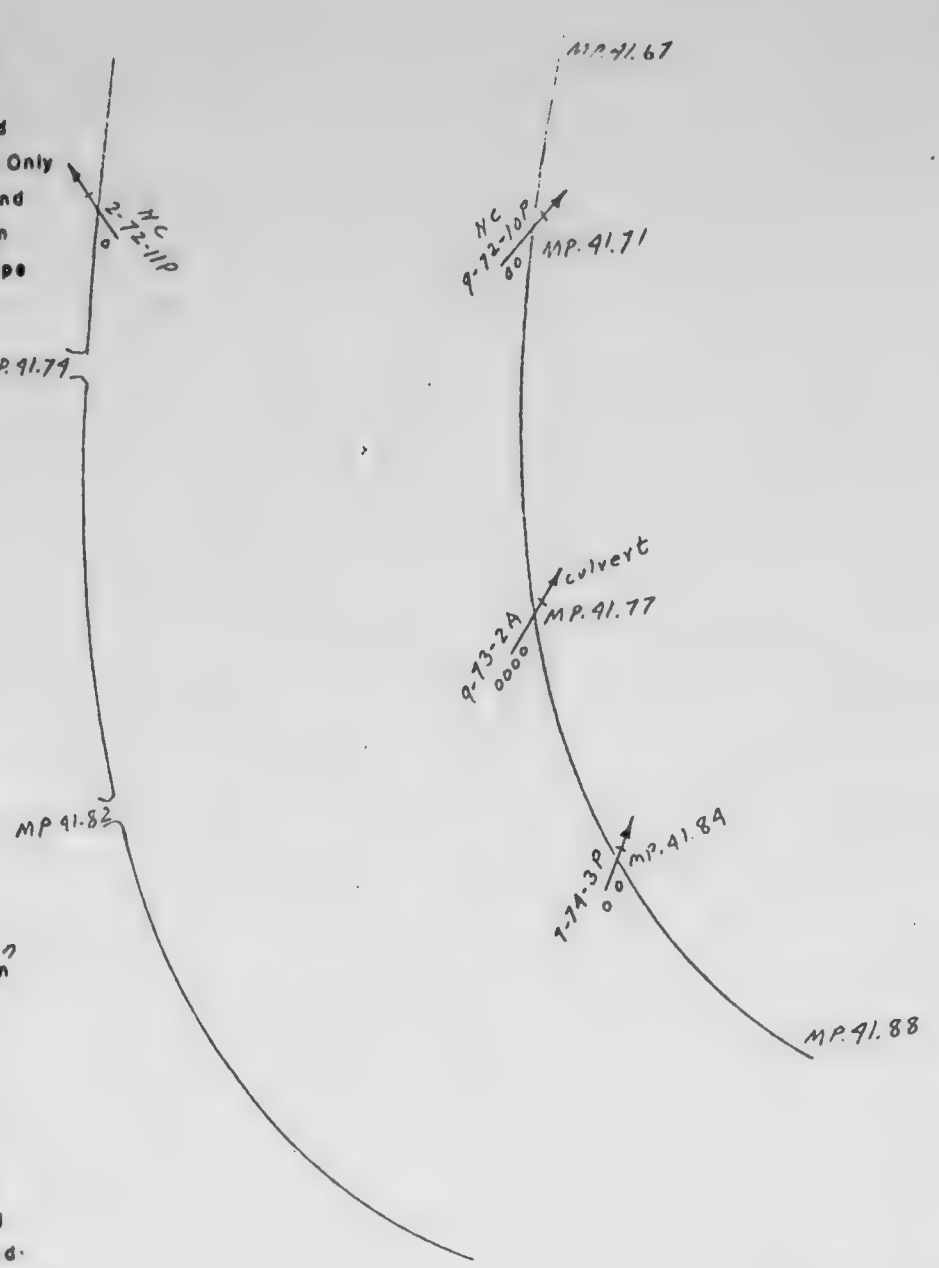
Collision Type	1972 - 1973				1974				1975				9-Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1						1		1		2		2
Head-on		1		1														1		1
Rear-end		1	1	2							1	1						1	2	3
Sideswipe			1	1		2		2										2	1	3
Turning Movement			1	1			1	1											2	2
Parking																		1		1
Non-collision		1		1															2	2
Fixed Object							2	2												
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	3	6		3	3	6			1	1		1		1		7	7	14

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Marion
Intersection of Hillsboro-Silverton Hwy and MP 41.67 to
Highway Number 140 ORE 214 MP 41.88
Period Covered 1-1-72 9-30-76
Compiled by AA Drawn by _____ Date 3-8-77

LEGEND
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



NC- Non Collision
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

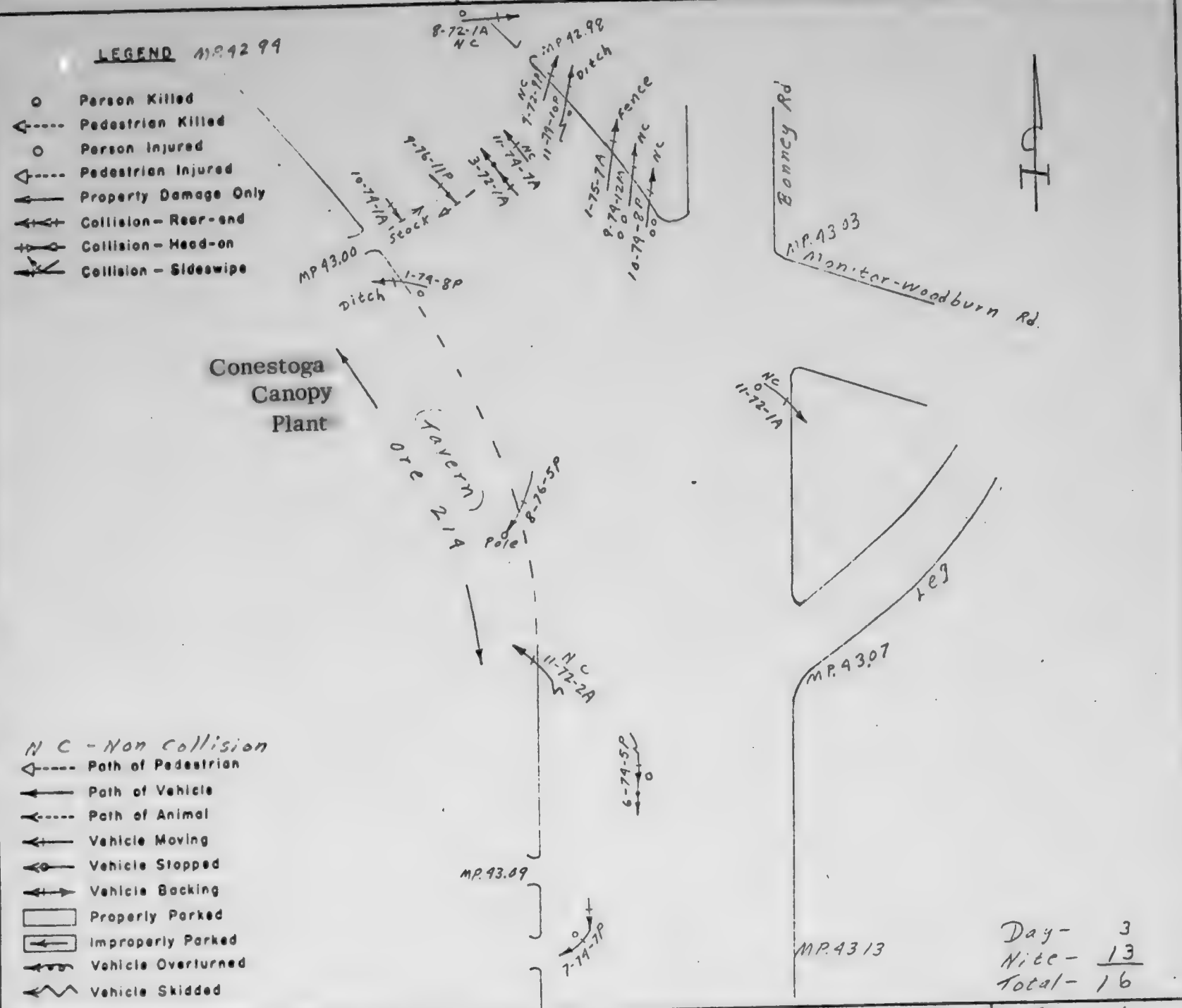
Day- 1
Nite- 3
Total- 4

Collision Type	1972-1973				1974				1975				9-Mos. 1976				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision		2		2														2		2
Fixed Object		1		1		1		1										2		2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3		3		1		1				0				0		4		4

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Marion
Intersection of Hillsboro-Silverton Hwy and MP 42.94 to
Highway Number 190 (ore 214) MP 43.13
Period Covered 1-1-72 9-30-76
Compiled by _____ Drawn by _____ Date 3-8-77



Day- 3
Nite- 13
Total- 16

Collision Type	1972-1973				1974				1975				9-Mos. 1976				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																		2	1	3
Rear-end			1	1		2		2												
Sideswipe																				
Turning Movement																				
Parking																		4	3	7
Non-collision		2	2	4		2	1	3												
Fixed Object						2		2			1	1			1	1		2	2	4
Pedestrian														1		1		1		1
Backing																				
Misc							1	1											1	1
TOTAL		2	3	5		6	2	8			1	1		1	1	2		9	7	16

Form E-261-6-70

INTERSTATE 5-BOONES FERRY ROAD
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

This one-mile section is the main connection into the city of Woodburn from the I-5 Interchange. The westerly end has considerable commercial development due to the interchange and the Woodburn Senior Estates housing development.

The present roadway, for the most part, has a paved width of 28 feet with no shoulders. Speed limit is posted for 30 mph with 25 mph advisory speeds for the two 28° reversing curves. Average daily traffic for 1975 was 7500 vehicles; projected 1995 ADT is 13,000 vehicles.

The 1975 accident records indicate 13 accidents during the year. Accident rates for 3 years are:

	I-5-Boones Ferry Road	Statewide Urban Average
1975	11.47	5.82
1974	3.94	5.06
1973	2.90	4.40

Between 1973 and February, 1977 eight or nine accidents have occurred within the limits of the reversing curves. A possible explanation for the high accident rate during 1975 could be related to the increase in traffic congestion due to the complete reconstruction of the interchange which was part of the six-laning of Interstate 5.

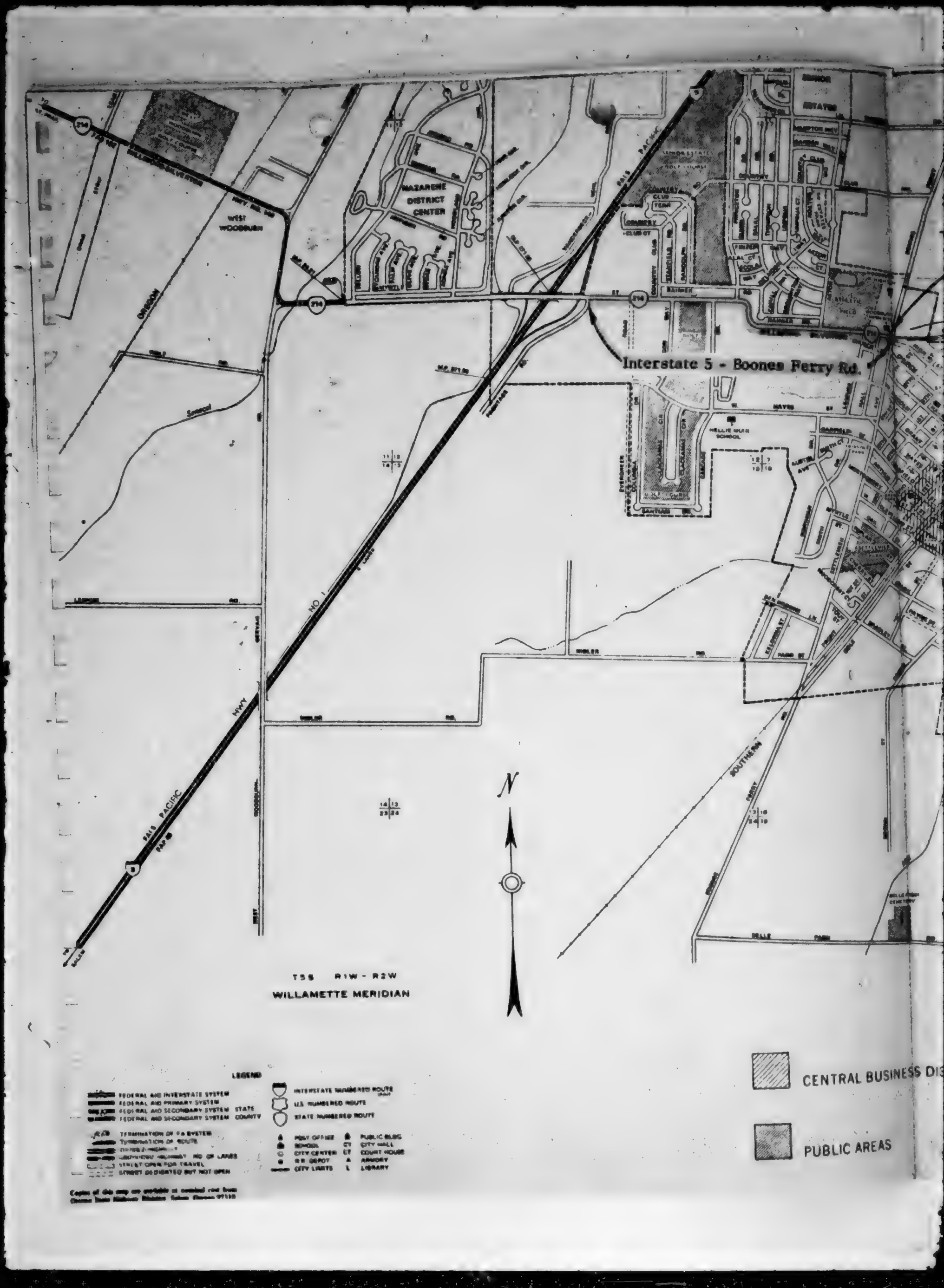
A location field survey completed in 1974 considered several design alternates for improvement of this section of highway. This project is not on any construction program for improvement. If funding

were approved, a minimum time frame of two years would be necessary to accomplish the necessary steps outlined in the Action Plan before letting a contract for construction.

A city map is attached for reference.

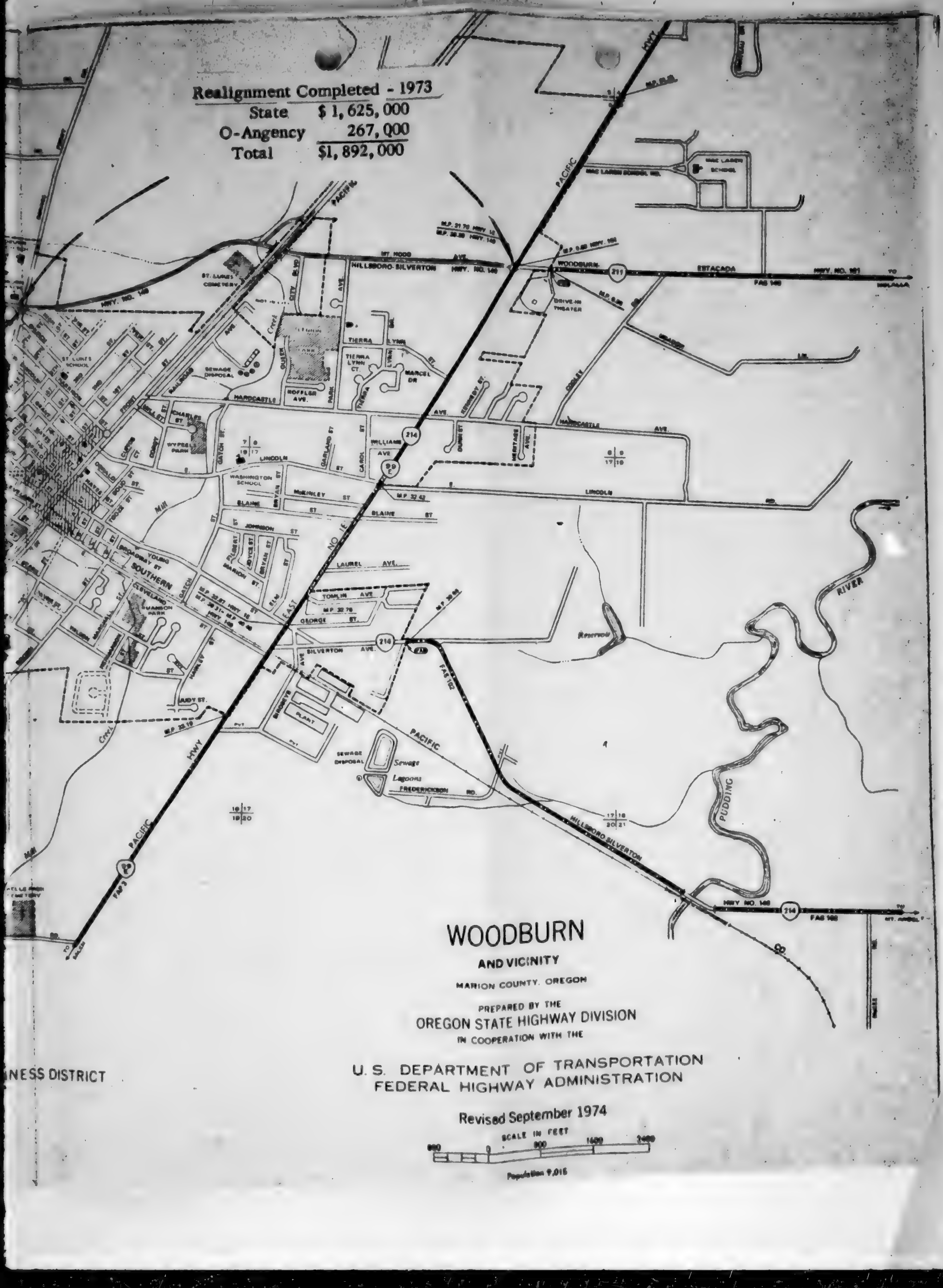
VB:mc

3/11/77


NAZARENE DISTRICT CENTER
WEST WOODBURN
OREGON
PACIFIC
HWY
NO 1
SOUTHERN
Interstate 5 - Boones Ferry Rd.
T5S R1W - R2W
WILLAMETTE MERIDIAN
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
CENTRAL BUSINESS DI
PUBLIC AREAS

Realignment Completed - 1973

State	$ 1, 625, 000
O-Angency	267, 000
Total	$1, 892, 000



WOODBURN

AND VICINITY

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised September 1974

SCALE IN FEET
800 0 800 1600 2400

Population 9,015

INESS DISTRICT

Woodburn, Oregon
Independent
(Cir. W. 4,174)

JAN 17 1979

Allen's P. C. B. Est. 1888

NOTED
H. S. COULTER

S-curve help is overdue

Taking the kink out of Woodburn's Highway 214 S-curve is not just an idea whose time has come. It came a long time ago.

Now it's getting late.

Now two people are dead.

Chances are, that snaky section of road could have been straightened and widened years ago (local residents have been hollering about it for several years) and we would still be witnessing accidents there.

But there's no way to avoid the conclusion that the odds would be better if the route was a little less surprising to drivers and wide enough for pedestrians to walk safely through the area.

As local officials and politicians have been insisting lately (see story on page 1), the timing is right for action from the state Department of Transportation.

A longtime criticism from out-of-town officials was the confusion over the right of way situation. With an agreement now reached between attorney P.L. Peterson, who owns the property south of the S-curve and the city, that objection has to be overruled.

There used to be some logic behind the charge that the city is in no position to handle water run-off from an improved highway. When the city had a storm sewer installed between Boones Ferry Road and Mill Creek last year, that complaint, too, lost its punch.

And the fact that two lives were lost on that piece of road recently gives the whole issue a sudden gust of urgency.

Probably the most appealing argument that's been put forth on the S-curve issue lately came from Mayor Walt Lawson last week. Instead of thinking of it as two bad corners that need straightening out, he suggested, why not consider the Highway 214 bypass as a whole?

Think of the "millions of dollars" spent on that bypass—aimed at giving Woodburn travelers a convenient east-west traffic path—Lawson told the city council. When it's put in that larger perspective, it does seem ludicrous that more than 10,000 cars a day are still forced to squeeze through that confusing and unsafe traffic funnel.

Like the old weakest-link-in-the-chain theory, the entire bypass is no better than that one short stretch. And as long as the S-curve remains as it is, the effectiveness of the bypass will be undercut.

The S-curve is not the most dangerous section of road in Woodburn. According to the police department, Highway 99E is still the number one traffic trouble spot.

But it is a trouble spot. And one which could be rectified without a tremendous amount of effort and money.

That the property bordering those curves has not been developed—making the necessary improvements quite feasible—is practically a miracle.

The officials have got a point. The time is right.

If you agree, write to Fred Klaboe, director of the Oregon Department of Transportation and see if you can't convince him.

As Harry Carson, one of the Marion County Commissioners interested in Woodburn's S-curve problem said last week, "It can't hurt."

4290

GEN[illegible] FILES

NOTED
H. S. COULTER

Department of Transportation
HIGHWAY DIVISION
Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 16, 1979

Max L. Pope, City Administrator
City of Woodburn
270 Montgomery Street
Woodburn, OR 97071

Dear Mr. Pope:

The Highway Division has been working with the City of Woodburn for several years to correct the "S" curve problem on Highway 214 which was the subject of your January 9, 1979, letter. We have done the preliminary engineering; you have determined the most acceptable alignment and you have obtained the necessary right-of-way required for construction. Each of these steps has been positive and has removed another obstacle to the reconstruction of the facility.

As you know, we face the same problems in financing improvements to our system that you face in financing street and other improvements within the city. During the past few years, we have unsuccessfully attempted to provide additional resources for projects of this type. The highway improvement bond issue would have included this project, but we were unable to continue it after the energy crunch and the resultant inflation/revenue imbalance. The gasoline tax increase and increased registration fee measures were both resoundingly defeated at the polls. Our ability to finance the projects which have been approved by the Transportation Commission for the current Six-Year Construction Program will be strained, and the scope of these projects will be thoroughly reviewed and, possibly, cut back. Adding any projects to this Program will be extremely difficult.

An update of the Six-Year Construction Program is tentatively scheduled for the fall of 1979. You have elicited the support of your County Commission for this project, and I suggest that you, and they, press for high priority for consideration at that time. The Region Office will also add support to this

request. We will also consider any other type of funding which may become available for projects of this type. I appreciate the problem and assure you that we will do everything we can to see that this project is funded at the earliest opportunity.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGION II ENGINEER

COF/gl
cc: F. B. Klaboe
H. S. Coulter (w/project request)
F. E. Terpin

Mac,

We're requesting that the project be considered in any interim up-date of the program, and will investigate the possibility of reducing the construction cost.

Fredrickson

RECEIVED
STATE HWY ENGR
JAN 17 '79
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

FORM [illegible]-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 30, 1978

Salem, Oregon

FILE:

NOTED

H. S. COULTER

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Project Request
I-5 Interchange-Boones Ferry Road Section
Hillsboro-Silverton Highway

REGION 2 ENGINEER
RECEIVED
JAN 12 1979
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

Attached is a project request and a copy of a letter from Woodburn Mayor Stanley C. Liss.

The project is commonly known as the Woodburn "S" curve. A location survey was completed in Region Office in 1974. The project has been deferred because of the high estimated cost.

Mid-Willamette Valley COG listed the "S" curve as one of the 1974 bond projects. The project was listed in the future bond program in the approved Six-Year Program of May 30, 1975, but has not appeared since.

A recent project installed traffic signals at the Country Club and Oregon Way intersections, and Highway 214 has been channelized to three lanes from I-5 through Oregon Way. The City of Woodburn installed a storm sewer from Boones Ferry Road easterly to drain into Mill Creek. Both projects reduced the scope of subject section.

The City of Woodburn has considered the "S" curve as their top priority for improvement for some time. Mayor Liss' letter advises us the City has acquired the right of way. This acquisition reduces the cost of the project considerably and is indication of the City's concern.

Region Office recommends approval of funding for the project.

POS/gl
attachment

RECEIVED
STATE HWY ENGR
1-11- '78
REFER TO
FOR
Info Inves R-D D-R Sgr Act File

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 11-30-78

Proposed Section: I-5 Interchange-Boones Ferry Road ("S" curve) Region: 2

Highway: Hillsboro-Silverton St. Hwy. No. 140 M.P. 37.25 to M.P. 37.50 Length: 1320'

County(s): Marion (Attach Sketch Map)

Recommended Construction Date: July, 1980 Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section	Year	Funds Available
Postpone ☐		Current 6 YP	
		Recommend	
Cancel ☐		Current 6 YP	
		Recommend	

If not one of the above - Recommended Financing: State Construction

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	24	2'	0	-------					
Proposed Facility:	3	38	12'	5'	-------					

D. DEFINE THE PROBLEM: Two sharp curves are hazardous to traveling public. Multiple minor accidents have occurred, many of which are unreported.

E. PROPOSED SOLUTION: Flatten existing curvature to allow 35 mph traffic, widen facility to allow 2 lanes with continuous left turn lane and wider shoulders.

F. REASON FOR REQUEST AT THIS TIME:
City of Woodburn has acquired right of way and asks that we proceed with project to correct hazardous location.

G. COST ESTIMATE

Roadway Work	$ 350,000
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	0
Structures	0
Other (Define) ____	
Contingencies & Preliminary Engineering (By Whom) State	70,000
TOTAL	$ 420,000

H. REQUESTED BY: L. D. Hendrickson
Region Engineer or Section Head

Approval/Disapproval ____ State Highway Engineer Date

Approval/Disapproval ____ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Woodburn County Marion
Intersection of Hills-Silv. Hwy and "S" CURVE
Highway Number 140 (ORE 214) MP 37.32 To 37.47
Period Covered 1-1-75 8-30-78
Compiled by JA Drawn by LC Date 12-21-78

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1975				1976				1977				YEAR 1978				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on			1	1						1		1						1	1	2
Rear-end														1		1		1		1
Sideswipe							1	1			1	1							2	2
Turning Movement															1	1			1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL			1	1			1	1		1	1	2		1	1	2		2	4	6

Form F-261-6-77

9290

GENERAL FILES

L.7

January 11, 1979

The Honorable Tony Meeker
State Senator
State Capitol
Salem, Oregon 97310

Dear Tony:

In your recent letter, you were inquiring as to whether anything special or any special data could be supplied by the Woodburn group to improve their standing in the Six-Year Highway Improvement Program. I really believe that at this time they have supplied us with all the information regarding the developments currently going on or planned for the near future. This, together with all the data we have on the section of highway through Woodburn, really completes the picture. Unfortunately, that section of Highway 99E did not have a high enough benefit-cost ratio to make the current Six-Year Highway Improvement Program.

The program is probably due for a review and a series of public hearings toward the end of 1979. The interested groups should at that time bring forward all of the significant data known to them which might affect the benefit-cost ratio and submit that to the Department for our use when evaluating suggested projects for additions to the Six-Year Program.

Again, Tony, I appreciate your confidence in my appointment and look forward to working with you this session.

Sincerely,

F. B. Klaboe
Director of Transportation

bc L. W. Rulien
D. H. Moehring
H. S. Coulter
E. S. Hunter
C. O. Fredrickson
J. H. Versteeg
L. E. George
Frank Terpin

ESH:ja

HOME ADDRESS
ANTHONY "TONY" MEEKER
PO BOX 326
AMITY, OREGON 97101

DISTRICT 15

ASSIS[illegible]T MINORITY LEADER

COMMITTEES
VICE CHAIRMAN:
AGING AND MINORITY AFFAIRS
MEMBER:
WAYS AND MEANS
EDUCATION

OREGON STATE SENATE
SALEM, OREGON
97310

12/2/78

Hunter
Please show me

Mr. Fred Klabse
Director Of Operation
Dept of Transportation
Salem, Ore.

Dear Fred.

Congratulations! I told you in 1977 you should Be the new Transportation Director and now it is fact. You have my best. I agree with your goals!

Attached is a letter you received from some of my Constituents in Woodburn. You very graciously sent Phil Stearns and Chuck Frederickson to a meeting with the interested parties in Woodburn last month. They advised my constituents that their request was not in the 6 year plan.

My question on this matter is if there is anything special or data that the group can gather to improve their standing in the 6 year plan. Like so many other in the Highway System their problem has merit for improvement. Any advice you can give would be helpful.

You have your hands full.

If I stand ready to help in any way I can.

Yours truly
Tony Meeker

WOODBURN AREA CHAMBER OF COMMERCE

11-13-78

Thank you, Tony, for your letter in regard to our widing of Highway 99E. We are meeting Friday the 17th at Bracks at noon with Two gentlemen from the State Highway Division & we would certainly welcome your attendance.

Claudia Wicks

Phil Stearns
Chuck Fredericson

4 lanes with middle Turn

north of Rt 214 to Miller.

Foxglen when Work it open - 10 months.

230 W. Hayes St. • P.O. Box 194 • WOODBURN, OREGON 97071 • Phone 503/982-8221

CITY OF WOODBURN

270 Montgomery Street Woodburn, Oregon 97071 981-7111

11/24

October 5, 1978

1/10/79
COF said answer not necessary.

Hold for input from Region to see if any one else is needed — Meeting has been held in Woodburn to discuss use

Mr. Fred Klaboe
Director of Operations, Room 140
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The "S-curve" on Highway 214 in Woodburn has been a concern of the State Highway Department and the City for several years. Previous efforts to eliminate the two 90° turns have been unsuccessful due to lack of funding and because of difficulty in obtaining rights-of-way.

We have taken the initiative on acquisition of the right-of-way. It has been acquired and is sufficient to accomodate zone plan A, with the 14° curve, as previously surveyed by the Highway Department. Hopefully, the acquisition of rights-of-way can help complete this project at an early date. We suggest that all preliminary engineering, design, and cost estimation be completed as soon as possible so that the project can proceed on the first source of funds that becomes available.

We hope to meet with the Commission and justify a priority on the six-year plan but should be prepared to proceed in the event of an unusual funding source such as special appropriation where projects that already have the right-of-way and engineering could begin construction very quickly.

The current accident statistics on the "S-curve" vicinity show that it is a hazardous area even though they do not show the minor accidents that are unreportable. People who travel the road or live in the vicinity are well aware of a number of these minor unreportable accidents.

In our opinion, the "S-curve" is the area that poses the most high-accident potential on the entire Silverton-Hillsboro Highway and will cause needless loss of life and property if not correct soon.

Please give me your comments on this project and how the City can be of assistance to your department in getting this project underway. I, the City Administrator and the City Director of Public Works would like to visit with you in the near future, preferably here in Woodburn where you can look over the project area.

Thank you for your past cooperation, we look forward to working with your department on this project.

Sincerely,

Stanley C. Liss

Stanley C. Liss
Mayor

SCL/GST/dlm

CC: Mr. H.S.Colter
State Highway Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon

Mr. Don Harwell
City - County Liason Officer
Oregon Department of Transportation
State Transportation Building

Mr. C.O.Fredrickson
Region Engineer
East Highway Department Building
E. State Street
Salem, Oregon

Mr. John Anderson
Marion County Engineer
300 Lenator Building
220 High St. N.E.
Salem, Oregon

County Commissioners
Marion County Courthouse
Salem, Oregon

City Council Members

9293

CITY OF WOODBURN

270 Montgomery Street Woodburn, Oregon 97071 981-7111

NOTED
H. S. COULTER

City Administrator

January 9, 1979

C. O. Fredrickson
Regional Engineer
East State Highway Building
Salem, OR 97310

Dear Mr. Fredrickson:

For many years the City of Woodburn has attempted to have the Highway Division remedy the S-curve on Highway 214 between I-5 and Boones Ferry Road. This has always been a hazard and a problem. In recent years the problem and hazard has become even more serious due to increased population and traffic. A traffic count in 1977 indicated more than 10,000 vehicles per day. A recent count by the City indicates an increase to approximately 13,000 vehicles per day.

In the past the Highway Division claimed it could do nothing about the S-curve because it was not able to acquire a right-of-way. Finally, in frustration, the City of Woodburn decided to go ahead and do the Highway Division's work for them. The City now has a right-of-way through the property that will remedy the situation.

At its last meeting, and after two fatalities on the S-curve over the holidays, the City Council committed itself to taking whatever action is needed to get the problem remedied.

Your early attention to this section of Highway 214 will be greatly appreciated. I will be looking forward to hearing from you in the near future.

Thank you very much.

Max L. Pope

Max L. Pope
City Administrator

RECEIVED
STATE HWY ENGR
JAN 10'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MLP/kv

cc: Fred Klaboe
Scott Coulter

9290

GENERAL FILES

L.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 1, 1978

Stanley C. Liss, Mayor
City Hall
270 Montgomery St.
Woodburn, OR 97071

Dear Mayor Liss:

This is to advise you of Region Office action taken as a result of your advising ODOT of City's action in acquiring the right of way for the "S" curve.

A project request has been submitted to Highway Engineer Scott Coulter with our recommendation for approval of funding.

You will be advised of future actions taken on your request for a project.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
cc: H. S. Coulter

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STATE HWY ENGR
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CITY OF WOODBURN

270 Montgomery Street * Woodburn, Oregon 97071 * 981-7111

October 5, 1978

NOTED
H.S. COULTER

Mr. Fred Klaboe
Director of Operations, Room 140
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The "S-curve" on Highway 214 in Woodburn has been a concern of the State Highway Department and the City for several years. Previous efforts to eliminate the two 90° turns have been unsuccessful due to lack of funding and because of difficulty in obtaining rights-of-way.

We have taken the initiative on acquisition of the right-of-way. It has been acquired and is sufficient to accomodate zone plan A, with the 14° curve, as previously surveyed by the Highway Department. Hopefully, the acquisition of rights-of-way can help complete this project at an early date. We suggest that all preliminary engineering, design, and cost estimation be completed as soon as possible so that the project can proceed on the first source of funds that becomes available.

We hope to meet with the Commission and justify a priority on the six-year plan but should be prepared to proceed in the event of an unusual funding source such as special appropriation where projects that already have the right-of-way and engineering could begin construction very quickly.

The current accident statistics on the "S-curve" vicinity show that it is a hazardous area even though they do not show the minor accidents that are unreportable. People who travel the road or live in the vicinity are well aware of a number of these minor unreportable accidents.

In our opinion, the "S-curve" is the area that poses the most high-accident potential on the entire Silverton-Hillsboro Highway and will cause needless loss of life and property if not correct soon.

Please give me your comments on this project and how the City can be of assistance to your department in getting this project underway. I, the City Administrator and the City Director of Public Works would like to visit with you in the near future, preferably here in Woodburn where you can look over the project area.

Thank you for your past cooperation, we look forward to working with your department on this project.

Sincerely,

Stanley C. Liss

Stanley C. Liss
Mayor

SCL/GST/dlm

CC: Mr. H.S.Colter
State Highway Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon

Mr. Don Harwell
City - County Liason Officer
Oregon Department of Transportation
State Transportation Building

Mr. C.O.Fredrickson
Region Engineer
East Highway Department Building
E. State Street
Salem, Oregon

Mr. John Anderson
Marion County Engineer
300 Lenator Building
220 High St. N.E.
Salem, Oregon

County Commissioners
Marion County Courthouse
Salem, Oregon

City Council Members

RECEIVED
STATE HWY ENGR
OCT 09 '78
REFER TO
Fredrickson
FOR
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DOT OPERATIONS
OCT 06 '78
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FOR
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9210

GENERAL FILES

P. L. PETERSON
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2261 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071
TELEPHONE 981-1315

ASSOCIATE:
DANIEL J. VAN DYKE
PATRICK G. BOYLSTON

RECEIVED
STATE HWY ENGR
MAR 1 '78
NOTED
H. S. COULTER
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
PROJECT

February 27, 1978

Mr. Donald N. Harwell
County/City Coordinator
Office of Project Management
Department of Transportation
207 Transportation Building
Salem, OR 97310

Dear Don,

As a follow-up to our conversation of this date and as requested by Mr. Wimer, please be advised of the following:

1. I am in the process of requesting building permits for a Camlu project as well as a medical clinic on the S-curve property.

2. The city has a limited amount of building permits they can issue and my project is among those they are considering.

3. One of the problems as it has been in the past and still is is the re-alignment of the S-curve.

4. The city has indicated by resolution of intent the proper zoning of the property for commercial development subject to certain requirements.

5. The city has indicated approval for a re-alignment by alleviation of the curve rather than cutting across the middle of the property.

The proposals submitted to the city have been in accordance with your proposal "E" which appears to be the design used by the Bank of Oregon and myself several years ago as well as the present project.

The city has given me some indication that they would be agreeable to a swap for the old highway area for the new right-of-way as indicated in your proposal "E". I might add that this offer is only agreeable to me if the Camlu project is developed and the city issues the applicable permits.

By this letter I am requesting that the Highway Department look into the swap request and confirm its approval in writing within two weeks so that the city staff can report to the Council that this proposal is acceptable by myself and the Highway Department for the future re-alignment.

If you need further information on this matter, please give me a call.

Very truly yours,

P. L. Peterson

PLP/cc

cc: Mr. Stanley C. Liss
Mayor, City of Woodburn
c/ H. S. Coulter, w/fo

2-28-78
Copy to Region 2, please review this request within your contines & draft reply for Coulter if appropriate - please note two week reply request.
Thanks
Don H.

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
FEB - 3 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To

February 2, 1977

Mr. P. L. Peterson
Route 1, Box K
Woodburn, OR 97071

Dear Mr. Peterson:

Woodburn "S" Curve
Hillsboro-Silverton Highway

At our December 16, 1976 meeting, you requested we arrive at a final plan for the subject location.

This would take time to formalize. The Department does not have funds to follow through with construction or even right-of-way acquisition. It would be unfair to the public or a property owner to formalize a plan there is no foreseeable financial capability of fulfilling.

To follow through with formalizing an alignment could result in an unfillable obligation, namely a dedication to an improvement with no means of achieving it. Decisions and commitments for any appropriate development of your property would probably be delayed while the alternate alignments are studied and perhaps for an extended period of time hoping for the ability to construct the improvement. The use of private property is strictly, as far as ODOT is concerned, the owner's discretion until a highway plan has been adopted and the property acquired. The land is, of course, subject to any zoning regulations.

Because of all this, the nine-degree alignment then Acting City Administrator Edmund A. Jordan, Jr. wrote about February 14, 1974, cannot be requested or promoted by ODOT at this time. Should this alignment become blocked by building construction, an improvement more nearly matching the existing alignment could be considered at a later time. A lesser alignment could be in keeping with design downscoping we are doing at other locations to save costs and make best use of scarce resources.

2-27-78 10:30 am Pete Peterson was in office and we talked to discuss the matter. He will write a letter expressing his desire to exchange the property (Parcel "E") and the State should follow up with title search in an interest to consummate. Dave K. Region 2

The above was discussed with you when Department representatives met with City staff to explain your request and our contemplated action. You were apparently disappointed and I'm sorry I cannot give you the answer you desire.

A copy of this letter is being sent to City Manager Max Pope. Attached is a copy of my letter of this date to Mr. Pope. You will note the similarities. Let me know if we can be of further help to you.

Sincerely,

H. S. Coulter
State Highway Engineer

Att.

cc Governor Bob Straub
Mr. Max Pope

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. L. Sheldrake
Jack Sollis
Don Harwell

9213

GENERAL FILES

124-145 L,
124-63

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

February 23, 1977

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REGION 2 ENGINEER
RECEIVED
RCE | RME | ROC | RFE

William S. Mooney
Councilman
City of Woodburn
693 Brown
Woodburn, Oregon 97071

Dear Mr. Mooney:

This will follow up on our telephone conversation regarding the widening and realignment of Highway 214 in Woodburn at the "s" curve.

I can well appreciate the frustration that you and others feel over the delay in what everyone agrees is a needed improvement. However, in reviewing the matter with the Highway Division, it does not seem reasonable to expect that the improvement can be undertaken for at least five years because of limited funds.

It is the need for projects throughout the state such as these that has led Governor Straub to support an increase in gasoline taxes and other highway revenues at the current session of the legislature. Additional revenues for the highway fund are essential if we are to accelerate work on needed projects such as this one and reduce the danger to motorists and pedestrians and the inconvenience to abutting property owners resulting from delays in making improvements.

I am sorry that we are not able to be of more assistance on this particular occasion.

Sincerely,

Donald L. Jones
Assistant to Governor for
Local Government Relations

DLJ/wb

cc: John Sheldrake, Reg. 2 Engineer, OSHD
Max C. Pope, City Manager

2/23/77 Rick Kuehn - FYI.
2-25-77 cc: H.S. Coulter FYI. Had telephone call from Mr. Jones and advised him of status at "S" curve. JWSheldrake

9210-

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 26, 1977
Salem, Oregon

FILE: 124-1451
124-63

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Woodburn "S" Curve
Hillsboro-Silverton Highway

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Don Harwell, Rick Kuehn and I met with Woodburn City Engineer Frank Tiwari, City Planner John Fregonese, and property owner P. L. Peterson, Tuesday, January 25, 1977.

Mr. Peterson was disappointed an alignment wasn't being finalized. He must still think we can set a line without public hearings. Anyway, we went as far as we could in backing off from the 9° alignment and adopting an alignment with minor improvements on the existing.

City staff didn't raise any objections and tried to work with both ODOT and Mr. Peterson. They made a suggestion that, if he offered the needed right of way for the modified alignment, they could recommend a CR zone. He didn't want to take the time or expense to reapply. Makes you think he wanted us to press ahead with the 9° plan.

Rough drafts are attached for you. Copies are being sent direct to Jack Sollis for his review and comment to you before you send them. This will not be the end of this matter insofar as Mr. Peterson is concerned.

Your file is returned herewith.

Need for comments from Sollis — 5th — re Jordan letter should perhaps contain comment about us not moving right to stop progress? —

GWW/dea
Attach.
cc: Jack Sollis w/attach.
Don Harwell w/attach.
Rick Kuehn w/attach.
Don Thurston w/attach.

RECEIVED
STATE HWY ENGR
JAN 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4290

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 124-1451
124-63

January 4, 1977
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Woodburn "S" Curve
Hillsboro-Silverton Highway

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Woodburn City Planner, John Fregonese, called yesterday about a planning matter. After answering his question, I told him of Mr. P. L. Peterson's recent contact with you about our contemplated alignment through Peterson's property at the so-called "Woodburn 'S' Curve."

He indicated there has been three zone change requests since 1973. This resulted in seven public hearings with much testimony against the zone change. Three denials of the zone change resulted. However, conditional building permits allowing commercial buildings have been possible by Mr. Peterson simply submitting a building plan that clears our contemplated alignment.

Mr. Fregonese reminded me that insofar as the City of Woodburn is concerned, they have adopted our alignment. See the attached letter from Acting City Administrator Edmund A. Jordon, Jr. dated February 14, 1974. He further indicated we should hold a public hearing to confirm an alignment. It seems all other developments in the area have set back to conform. This has been on a voluntary basis.

Mr. Fregonese thinks that if we do adopt our presently contemplated alignment, their police powers are sufficient to keep that alignment clear of buildings until we are able to afford acquisition. Jack Sollis may advise otherwise. Don Harwell contacted Mr. Sollis. See Mr. Harwell's December 21, 1976 letter to you, a copy of which is attached for your convenience.

It is still my thought that we should proceed with firming our alignment whatever it might be. As a first step, we should meet with the City of Woodburn officials before a response is made to Mr. Peterson. Would you like me to arrange such a meeting?

RECEIVED
STATE HWY ENGR
JAN 5 '77
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FOR
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GWW/dea
Attach.
cc: Don Harwell
Richard Kuehn

124-1451

CITY OF WOODBURN

550 North First Street Woodburn, Oregon 97071 982-9673 9693

Office of the City Attorney

February 14, 1974

Mr. Gerald W. Wimer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Jerry:

I am writing on behalf of the Mayor and Council to inform your department that the Council has approved by motion the 9° alleviation design for the Highway 214 "S" Curve" to include the junction of Princeton Road and Cascade. As to signalization of the intersection, the Council further looked favorably upon signalization at Highway 214 and Country Club Road rather than at the "S Curve" intersection. This was in response to a request by many citizens of Senior Estates. I'm sure this is something that would be discussed further when more accurate traffic flow information is available.

Very truly yours,

Edmund A. Jordan, Jr.,
Acting City Administrator

EAJ:rs

cc Jim Chaney — This is City of Woodburns confirmation — they want both Cascade & Princeton reconsidered regards and that Oregon your plans accordingly J Wimer

cc: Jim Tarter-Walla 2-22-74 D.A.

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 21, 1976

FROM: D. N. Harwell
County-City Engineer
Program Management Section

SUBJECT: WOODBURN "S" CURVE
HILLSBORO-SILVERTON HIGHWAY, ORE 214

As discussed in a meeting of Thursday, December 16, regarding the "S" curve in Woodburn and the impact highway improvement would have on property owned by Mr. P. L. Peterson, Attorney at Law, it appears no construction is planned in the immediate future due to the financial situation of the State and City.

In discussion with Jack Sollis, he felt there were no particular legal complications with the situation of a proposed improvement in the immediate vicinity of the "S" curve. In fairness to the citizens of the area, and Mr. Peterson in particular, it is felt we should go on record indicating that no improvement is planned in the next several years due to the financial situation, and the properties which may be affected could be developed accordingly.

It is extremely unfortunate that our plans cannot be more firmly committed at this time; however, should financing become available, perhaps we could make an improvement in the immediate area of the "S" curve to establish continuity for a traffic pattern compatible to a planned development on Mr. Peterson's 4+ acre site.

The Woodburn Planning Commission and City Council should be advised of the situation so they, in turn, may zone the property accordingly.

DNH:mm

cc: L. W. Rulien
J. L. Sollis
J. W. Sheldrake

RECEIVED
STATE HWY ENGR
DEC 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

9290

bc F. B. Kla'
E. S. Hunter
R. L. Schroeder
L. W. Rulien
C. O. Fredrickson
Rick Kuehn
W. L. Cranford
L. E. George

October 26, 1976

Woodburn City Planning Commission
City Hall
Woodburn, OR 97071

Gentlemen:

Woodburn "S" Curve

It appears a misunderstanding of intent has arisen regarding paragraph 3 of my October 14 letter to you relative to land use, zoning, and planning control pertaining to the "S" Curve on ORE214. An interpretation might be made that I was suggesting delaying any re-zoning of the area. It was certainly not my intent to suggest any such delay.

It would be most desirable when it is possible to make the improvement through this area, that the necessary rights-of-way would involve land and not buildings. However, in the interest of the abutting property owners and the orderly development of the area, we would ask and expect that you consider all aspects of the situation and be guided thereby in your zoning process. The possibility of some improvement to the highway at some undetermined time in the future should not delay proper development of your city.

I trust this will clarify any intent on behalf of the State and thank you for your interest and concern.

Very truly yours,

H. S. Coulter
State Highway Engineer

cc Hon. Robert A. Straub
Mr. Max L. Pope, Woodburn City Manager
Mr. P. L. Peterson

9240

L.7

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

October 19, 1976

Mr. Edward H. Johnson
1760 Rainier Road
Woodburn, Oregon 97071

NOTED
E. S. HUNTER

Dear Mr. Johnson:

The State Highway Division and this office agrees improvement of Highway 214 in Woodburn between the I-5 freeway and Boones Ferry Road, particularly the "S" curve portion, is a worthwhile project. But they are still unable to finance this project now.

Even if the financial capability was available, an Environmental Impact Statement, public hearing, completion of the plan, preparation of right-of-way descriptions, appraisals, and negotiations would be required before actual acquisition could occur. Each of these steps need to be completed before beginning the next. They are all time consuming.

We would encourage you to work with your local Planning Commission. Possibly they have some solution for the interval until funds do become available. The project is not included in the Transportation Commission's Six-Year Construction Program.

The Highway Division is writing to the Woodburn Planning Commission and making the same information known that I am advising you of. Thank you for writing.

Sincerely,

Governor

RWS:cl

cc: Rich Kuehn
Jim Chaney
City of Woodburn

bcc: Department of Transportation

COPY

OCT 20 '76
REFER TO
FOR
D/R
Sign

October 14, 1976

Woodburn City Planning Commission
City Hall
Woodburn, OR 97071

Gentlemen:

Edward H. Johnson's September 30, 1976 Letter
Woodburn "S" Curve

The State Highway Division agrees that improvement of the I-5 - Boones Ferry Road Section of the Hillsboro-Silverton Highway, particularly at the "S" curve, is a worthwhile project even though it would be expensive to construct. The 1974 estimate of cost for the overall project was in excess of $2 million including right-of-way and one traffic signal. Unfortunately, funds for the project are not available and, as a result, the project was not included in our Six-Year Construction Program. The attached copy of the Six-Year Program explains our financial situation.

Even if financial capability were available, an environmental impact statement, public hearing, completion of the plan, preparation of right-of-way descriptions, appraisals, and negotiations would be required before actual acquisition could occur. Each of these steps needs to be completed before beginning the next step, and they are all time consuming.

Therefore, even though immediate or even early construction is not possible, it appears necessary to protect the proposed project from possible new adverse land use developments. This is best accomplished locally through zoning and planning controls. Failure to do so, by allowing commercial growth or other build-up along the proposed alignment could raise the cost of construction to the point where the project would be no longer feasible.

It may be possible that the development of this area could be established allowing temporary use of land adjacent to the "S" curve so future reconstruction would not be severely disruptive to the area.

Furthermore, it would seem wise to ensure fully adequate zoning or planning control because our plan is subject to change until the required public hearings have been held and the appropriate conclusions from those hearings reached.

Thank you for your consideration in this matter.

Very truly yours,

H. S. Coulter
State Highway Engineer

Att.

cc Hon. Robert A. Straub
Mr. Max L. Pope, Woodburn City Manager

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
C. O. Fredrickson
Rick Kuehn
W. L. Cranford
L. E. George

GNH:sch ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 7, 1976

FILE:

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Governor's Assignment 007858
Edward H. Johnson's 9-30-76,
Letter; Woodburn "S" Curve
Hillsboro-Silverton Highway

By October 5, note, you sent the State Highway Engineer's copy of the subject letter with an inquiry "What info do we have?" Subsequently we received the original of the Governor's copy and a cover letter directed to Governor Straub. The request was to "Draft reply, due this office 10-12-76." Ken Bonnen's note requests a rough draft reply by October 11, 1976.

The field survey for this curve was completed November, 1974. It is part of the I-5 Interchange-Boones Ferry Road Section. That overall section was estimated in 1974, to cost $2,100,000, including right-of-way and one traffic signal.

At that time the City of Woodburn was considering not only a slightly different version of the zone change which Mr. Johnson currently writes about, but also a cooperative construction project in which they would have participated financially. City administrators have subsequently changed. The new administrators still request the reconstruction. They have not renewed the cooperative offer.

Our own situation has changed. Prior to July 1, 1976, the Hillsboro-Silverton Highway was a secondary. The 1973 Highway Act required we utilize either Urban or Urban Extension funding. Effective July 1, 1976, this highway was reclassified as a primary. Primary funds can now be utilized. Urban funds can also be utilized at the Settlemeier and Evergreen intersections.

This project was also a District 3 Bond Project but not one scheduled for the first issue.

The "S" curve is now relatively open ground. Every effort should be made to proceed with acquisition or zoning before this area goes commercial. For us to acquire requires an EIS, public hearing, descriptions, appraisals, and funds. Zoning may be able to hold off the commercial pressure for awhile, but we can not expect it to last much longer.

It would be the recommendation of this office that we proceed with the EIS, public hearings and acquisition of right-of-way throughout the section. The project could be stage constructed later.

A rough draft reply for the Governor, is attached. It would also be desirable that we send a letter to the Woodburn Planning Commission. They meet next Thursday night. I have a luncheon engagement with their City Engineer for next Friday, October 15.

There are 63 parcels involved most of them business frontages and backyards or sideyards to homes. Three homes would also be required.

The March 20, 1973, letter of then Administrator of Highways George M. Baldwin to then City Manager Donald D. Stilwell, is called to your attention. A copy is attached. He stated, "We will attempt to obtain any vacant lands needed for additional right-of-way so that when funds are available we can proceed with the project."

GWW/elf

cc: Rick Kuehn
Jim Chaney

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
OCT - 4 1976
Governor's Office

Please prepare draft reply
for Governor's signature
by 10-13
Thank you.

DOT

PLEASE RETURN
ORIGINAL LETTER

September 30, 1976

REGION 2 ENGINEER
RECEIVED
OCT 1976
RTE ROE
UTE GEO RSO ROC RFE

Governor Straub
State Capitol Building
Salem, Oregon

Dear Governor:

The attached letter, together with a petition signed by many concerned citizens residing in close proximity to Highway 214, is brought to your attention.

This section of Highway 214 is the access to the Freeway I-5.

It is hoped that immediate action be started on a re-assessment of this situation.

I do not know if the State Highway Engineer is aware of what is being considered by the Woodburn Planning Commission.

Sincerely,

Edward H. Johnson

Edward H. Johnson
1760 Rainier Road
Woodburn, Oregon 97071

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
OCT 5 1976
OFFICE
DIRECTOR of TRANSPORTATION

September 30, 1976

Woodburn City Planning Commission
Woodburn, Oregon

Gentlemen:

The attached Petition, signed by residents living in close proximity to the "S" curve on Highway 214 wish to make known and place on record our objection to construction of any commercial developement on the property on said Highway beginning at the "S" curve, thence west several hundred feet along said Highway, for the following reason:-

> Prior to re-zoning from residential to commercial, if that is granted, and prior to any commercial developement of this property, the dangerous "S" curve should be re-aligned in order to provide a safe and orderly flow of traffic.

The petinners represent only a small percentage of those who would agree that the "S" curve is a potential death trap, a dangerous traffic hazard and that a correction is long overdue.

This highway, as you know is traveled by thousands of vehicles every day going both East and West. In addition to passenger vehicles of all kinds, a large percentage is made up of heavy equipment such as log trucks, freight trucks and trailers, cement mixer trucks, tankers, extra width and extra length Mobile Homes, cattle and produce trucks. School busses, Ambulances, Police cars and Fire Fighting Equipment are subjected delays as well as potential blockage as well as accidents.

It is suggested that serious consideration be given to this Petition and that you will consult with the State Highway Commission which has over a period of years made numerous studies of this hazard.

This submitted by concerned citizens, many of whom can verify numerous accidents of serious nature over a perios of several years. It is fortunate that there have been no fatalities and we pray that there will be none in the future.

Sincerely submitted,

Edward H. Johnson
1760 Rainier Road
Woodburn, Oregon

RECEIVED
STATE HWY ENGR
OCT 5'76

924(1)

L.7

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 11, 1976

Mr. Frank Tiwari
Director of Public Works
City Hall
Woodburn, OR 97071

Dear Frank;

During the discussion of Wednesday, October 6, several items of concern were mentioned as being in need of upgrading or review as to status for future improvement.

I would like to expand on these and ask that our Region 2 Engineer, Charles Fredrickson, contact you or Max Pope, City Manager, and discuss State's ability for financing, City cooperation, zoning, signalization priorities, and related activities to bring the matters current for future planning.

1. Signalization at the intersection of Country Club Way and ORE 214 in the vicinity of Senior Estates.

2. Improvement of the "S" curve on ORE 214 near the Senior Estates and a timetable for public hearings, right-of-way acquisition, and alternate alignments to be considered. The Planning Commission should consider reservation of the area for a possible realignment in this immediate vicinity in their decisions for zoning.

3. Improvement and upgrading of ORE 99E to a four-lane facility providing a continuous left-turn median. The section to be considered lies basically between Mt. Hood Avenue (ORE 214-ORE 211 @ ORE 99E) and Hardcastle Avenue. Signalization was also requested to be considered in any improvement contemplated.

4. ORE 214 at the new Woodburn Senior High School and the possibility or justification of a left-turn refuge and signalization at the intersection. It is my understanding the school is proposed to be opened around early spring of next year and they would like this matter reviewed at the earliest opportunity.

5. Landscaping in the vicinity of the new high school was also mentioned by Dr. Jens Robinson, Superintendent of Schools, and I have discussed this with our Landscape Engineer, Mr. Tom Savage, who will contact Dr. Robinson.

I trust these are the major concerns of the City relative to state highways in your community, and Mr. Fredrickson will be in contact with your offices soon.

Very truly yours,

Donald N. Harwell
County-City Engineer
Program Management Section

DNH:mm

cc: C. O. Fredrickson

bc: E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
OCT 12 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9240

L.7

August 5, 1975

Mr. P. L. Peterson
2261 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Peterson:

Woodburn "S" Curve
Hillsboro-Silverton
Highway (ORE214)

The long awaited improvement of the Woodburn "S" Curve has again been delayed due to financial problems.

The 1973 Legislature authorized the Highway Division to sell $150 million in bonds for needed construction projects, which projects were to be identified by the local Councils of Government. Revision of the Woodburn "S" Curve was included in the District 3 Council of Government list as priority project No. 14.

Since receiving the bond authority from the 1973 Legislature, State revenues have declined and highway construction costs have increased sharply. As a result, the Transportation Commission has sold only the first block of $25 million in bonds and deferred selling the remaining five blocks until the revenue picture improves. This has deferred the project until either the revenue picture improves or the City of Woodburn, in conjunction with the Mid-Willamette Valley Councils of Government, revise their priorities for bond projects to include the Woodburn "S" Curve job under the first $25 million bond sale.

The highway, in the vicinity of the "S" Curve, carries an average daily traffic of about 6,500 vehicles. With this rather high traffic volume,

a two-lane facility is considered hazardous when traffic is confronted with the conflicts of left turn movements and pedestrian crossings occurring in that area.

We are hoping the economic picture improves so that the remaining bond issues can be sold. This would provide funds for this project and many other necessary projects which have been deferred.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:js

bc: F. B. Klaboe
V. D. Wolfe
L. W. Rulien
D. N. Harwell
C. O. Fredrickson

P. L. PETERSON
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2261 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

781-1315

June 27, 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Woodburn "S" Curve

Dear Mr. Hunter:

Please find enclosed a Xerox copy of a newspaper article appearing in the Woodburn Independent this past week.

As you will note in the article, it indicates that there is nothing planned within the next six years for the improvement of the "S" Curve project.

I refer you to your letter of October 25, 1974 which indicated that the project could be let in the fall of 1975.

Several years ago I had planned to make improvements on the property and tried to cooperate with the Highway Department regarding the straightening or improvement of the "S" curve. Prior to the time for the final council meeting, all that the Highway Department had intended to do was to alleviate the curve and then on the evening in question, came up with an alternate of running through the middle of the property which ended up in the council not granting my zone request until such time as the Highway Department completed the improvement.

I therefore have been patiently awaiting the improvement and as can be expected, the article in the paper was somewhat disheartening. I would appreciate it if you would bring me up to date as to exactly what the situation is and I

6-30-75

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

would also appreciate it if you would advise me of what highway officials indicate the curve presents a hazard to traffic and where they obtained this information.

Your continued assistance and cooperation will be greatly appreciated.

Very truly yours,

P. L. Peterson

P. L. Peterson

PLP/cc
Enclosure

cc: Mr. Donald Harwell

P. S. I would also appreciate copies of all correspondence that you send or have with the City of Woodburn regarding this matter if it does not inconvenience your Department.

P. L. P.

Road alignment not in planning

Plans for realignment of a curve east of Princeton Road on Highway 214 in Woodburn have been completed but no work will be done on the proposal until local priorities for highway money are changed to accommodate the project, said Donald Harwell of the project management section of the Highway Division.

Harwell said the project is not included in funding from state highway bond sales for the next six years. However, the city government is in the process of altering priorities.

City Planner Rick Wilson said contacts are being made with the Mid-Willamette Valley Council of Governments (COG) to have the project reviewed for inclusion in funding proposals for highway work in the Woodburn area.

Highway officials said the curve presents a hazard to traffic. The highway makes a sharp turn and is bounded on both sides by deep ditches.

92

October 25, 1974

Mr. P. L. Peterson
Attorney at Law
2261 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Peterson:

Woodburn "S" Curve

The proposed bond project for improvement of Oregon Highway 214 at the "S" curve between Settlemier Street and Interstate 5 is proceeding in an orderly manner.

The field location survey is nearly complete and is estimated to be submitted to the Salem Office early in November 1974. It will be necessary to hold a hearing on the project, which is tentatively scheduled for February 1975. Following the hearing, the location will be adopted by the Transportation Commission and right of way acquisition can begin. It is estimated that right of way acquisition can be completed by mid-summer 1975 and the project be ready for construction with funds from the second $25 million bond issue. If the project continues as outlined, the contract could be let in the Fall of 1975.

If you have any specific questions with regard to the project, I would suggest you contact C. O. Fredrickson, Regional Engineer, 205 East Salem Highway Building, Salem, telephone 378-2626, who is in charge of the location survey that is nearly complete.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js
bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rulien
H. S. Cox
C. O. Fredrickson

P. L. PETERSON
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2261 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

TELEPHONE (503) 981-1315

October 3, 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Woodburn "S" curve

Dear Mr. Hunter:

On December 6, 1973, I received a letter from you in response to an inquiry concerning the improvement of Oregon Highway 214 near the vicinity of the "S" curve between Settlemier Street and I-5.

At that time you had sent me an aerial mosiac depicting your Department's thoughts on straightening the curve.

The City of Woodburn was quite concerned about the development and gave approval of the proposal. Since that time I have heard nothing further regarding the improvement. Inasmuch as I have had numerous inquiries regarding development of the property proposed for use and since I am at a standstill with the City until such time as the Highway Department does something, I would appreciate your writing me relative to the present status of the proposed improvement.

Very truly yours,

P. L. Peterson

P. L. Peterson

PLP/cc

Wolfe - status pl
E.S.H.
bjr

RECEIVED
OCT 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9290

Senior Estates Golf & Country Club

1765 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

Phone: 981-0188

December 17th, 1973

The Mayor and City Council
City of Woodburn
SSO Nath First Street
Woodburn, Oregon 97071

COPY FOR: Mr. E.S.Hunter
Asst State Hiway Engineer

NOTED
E. S. HUNTER

SUBJECT: Opposition to Signalization of the proposed Highway 214 - Princeton - Cascade Intersection.

Gentlemen:

We have in hand photocopies of a mosaic and a letter which clearly indicate that the State propos s an improvement in ORE214 between Settlemier and I-5; that is, the re-alignment and easing of the "S" curve near the unaligned streets of Princeton Road and Cascade Drive and, further, establishing extensions of Princeton and Cascade to create direct alignment WITH SIGNALIZATION.

We offer no objections to this highway curve-straightening improvement as such, but we do submit this as our strenuous objection to signalization at that location when, only a few hundred yards westward, on ORE214 at the intersection with Country Club Road - Oregon Way, there exists an intersection that we estimate has in excess of twenty times the vehicular traffic for entry, exit, and crossing. The bicycle and pedestrian use at ORE214-Ctry Club Rd-Oregon Way will certainly show an even greater preponderance percentagewise.

The signalization of the ORE214-Ctry Club Rd-Oregon Way intersection has been, is, and will continue to be an ever-expanding and persistently definite requirement, based on all forms of traffic and upon any logical study and understanding of safety, utilization, volume, usage and every other measure that might be appropriate. In any reasonable view, this intersection-crossing, by comparison, merits immediate signalization, in the public behalf, based overwhelmingly on any accepted analysis. In other words, we feel the proposed signalization is a thorough waste of State funds compared to the crying need only a few hundred yards westward. We feel any available, foreseeable or acquired funds for signalization should be denied to the proposed "S" curve area in order to contribute to the area of proven need.

It may be helpful to you, and the State Highway Division, to review a few of the elements involved as we see them; to wit:

A. COMMERCIAL: Adjacent to ORE214-Ctry Club Road-Oregon Way, in Fairway Plaza, are twenty-one(21) active bbusinesses

serving the west side of town, plus another half-dozen outside the shopping center, whereas one(1) only (independent gasoline station) exists at the proposed site and this may well be eliminated in the curve straightening process. Traffic generating because of the shopping center, adjacent businesses and the apartment complexes can be measured by vehicle counters and compared accordingly with the proposed signal site where we feel certain any tallies will be quite insignificant by comparison.

B. CROSS TRAFFIC:ON ORE214: We are unable to visualize any significant volume of traffic of any kind crossing at the proposed Princeton-Cascade site. There are no commercial businesses nor multi-family residences either north of south of the proposed site to create a pattern other than light irregular sporadic traffic. Contrary to this, northbound and southbound traffic across ORE214 at Country Club Road-Oregon Way is substantial (vehicular, bicycle and pedestrian). ORE214 bisects the denser west side of Senior Estates hence substantial traffic is generated during daylight and evening hours, including commercial vehicular traffic. In addition, adjacent to ORE214 in this immediate area, are two very large (one uncompleted) multi-story apartment-condiminium complexes to create ever-expanding traffic loads at the ORE214-Ctry Club Road-Oregon Way intersection. Nothing remotely similar exists at the proposed signal site.

C. ENTRY AND EXIT TRAFFIC: The same extreme difference exists between the two sites as to left and right turn traffic. From Cascade Drive, south side residences use Hayes Street enroute to the downtown area, not ORE214. Left turn traffic from Cascade to I-5 and the shopping areas currently appear to use Hayes Street and Oregon Way, or on occasion Evergreen Road. From Princeton, downtown traffic will use the proposed site advantageously, as now, but those bound for I-5 or the shopping center currently appear to concentrate on using Country Club Road from the north and Rainier Road from the east above ORE214. Other examples, we feel, will strengthen these conclusions.

D. TRAFFIC THROUGH RESIDENTIAL AREAS: The proposed signalization could be expected to divert a portion of the traffic from north of ORE214, by those desiring the protection of signals, to the proposed signalized site. If this diverted portion is more than minor, the residential areas of Princeton Road and especially Rainier Road will be plagued with increased vehicular traffic to the hazard and detriment of the residents, walkers and bikers, a situation never contemplated. Oregon Way and especially Country Club Road were foreseen and designed as logical traffic arteries.

E. FUNDING AND FUTURE FUNDING OPPORTUNITIES: If available funds for signalization, now or later, are expended or

assigned to the proposed site (ORE214-Princeton-Cascade) we feel certain this will eliminate or seriously delay any opportunities in the foreseeable future for the NECESSARY signalization at ORE214-Ctry Club Road-Oregon Way. Signalization at two locations, in one general area, thereby interfering with through traffic on ORE214 cannot be accepted as even a remote possibility.

We urge the City of Woodburn to concur in the "S" curve straightening of ORE214 but to offer clear City opposition to signalization at that site, with any funding opportunities to be assigned, diverted and dedicated to alleviating the serious problem at ORE214-Country Club Road-Oregon Way as outlined in this letter and for the reasons given. Your active agreement with our conclusions and appropriate expressions accordingly to the State Highway Division should eliminate any need for the petitioning process at this time.

Respectfully,

SENIOR ESTATES GOLF & COUNTRY CLUB, Inc.,
For the Board of Directors:

Harry W. Leiser, Director and
Chairman, Planning & Rules Committee

Copy to:

Mr. E.S.Hunter
Assistant State Highway Engineer
State Highways Building
Salem, Oregon

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1210

L. 7

December 6, 1973

Mr. P. L. Peterson
Attorney at Law
2249 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Peterson:

In reply to your inquiry of December 3, enclosed is a copy of an aerial mosaic depicting our thinking on the improvement of ORE214 in the vicinity of the "S" curve between Settlemeier and I-5.

The alignment, as shown, was adopted because it will provide for an efficient movement of traffic through the area as well as solve traffic circulation problems inherent with offset intersections. The proposed new intersection will be signalized and the proposal will allow for left-turn movements without restricting through traffic. The City of Woodburn is aware of this proposal and I am advised that they concur.

Because of the energy crisis and the resultant uncertainties of funding, it is not possible to give a positive answer on when the project will be implemented. If the funding picture improves, it is possible that this project will be considered for immediate improvement.

If you have further questions, please do not hesitate to contact Mr. Victor Wolfe, Location Engineer, in Salem.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
WHT:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
H. S. Cox
C. O. Fredrickson

P. L. PETERSON
ATTORNEY AT LAW
FAIRWAY PLAZA SHOPPING CENTER
2249 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

TELEPHONE 981-1315
981-0762

December 3, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Room 132
State Highway Building
Salem, OR 97310

Re: Woodburn - State Highway #214
"S" Curve between Settlemier and
I-5 Freeway - East and West

Dear Mr. Hunter:

In regard to the above, I am requesting by this letter a response from your office relative to the following:

A. What specific improvement will be made?

B. When will the State improve subject highway?

It is imperative that I have this information on or prior to December 10 so that I can submit it to the Council who quite apparently feel they can do nothing with my property until the State answers the above questions.

Very truly yours,

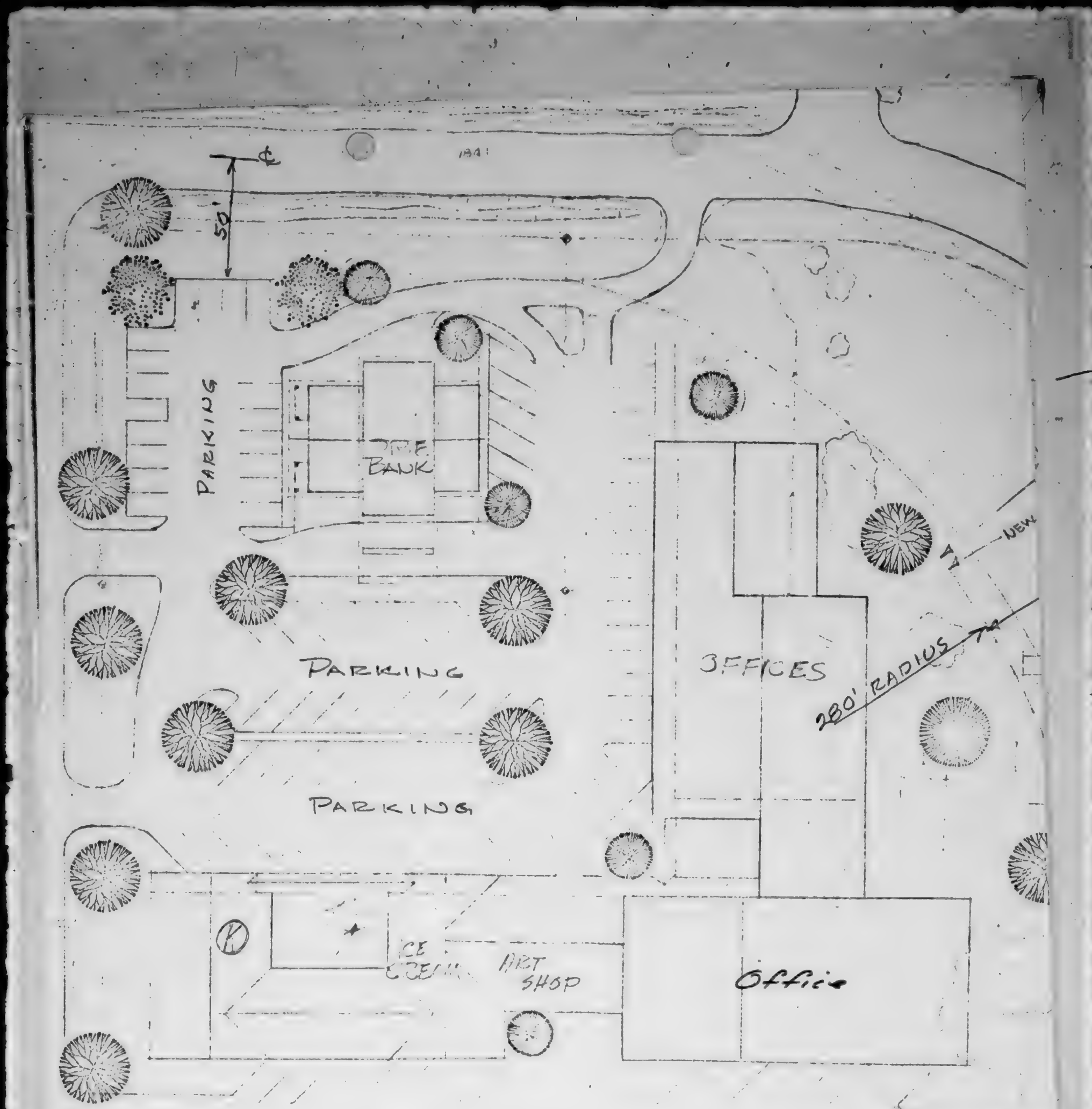
P. L. Peterson

PLP/ cc

cc: Mr. Harwell

RECEIVED
DEC 3 1973
LOCATION
SECTION

Ans. by Dec. 6


50'
PARKING
BANK
PARKING
PARKING
OFFICES
280' RADIUS
NEW
ICE CREAM
ART SHOP
Office

Travel Lanes
Walk
5' Palm St. Easement

HILLSBORO — SILVERTON

HILLSBORO — SILVERTON HWY.

9.10.

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: I-5 Interchange - Boones Ferry Road
Highway: Hillsboro-Silverton (FAR 102)
County: Marion
Prefix: 124-1451

Res. Engr. J. Chaney
Approx. Length 1.0+ mile
~~M.P.~~ M.P. 36.89+ to ~~M.P.~~ M.P. 37.97+
Date December 3, 1973

Mean Truck A.D.T. 448
Traffic Coefficient 8.7
18 kip s. a. per day 97.2
(1)

Annual Precipitation 37"+ (Aurora)
Frost Penetration - - - -
CBE Total Requirement 29.5"

Typical Soil

31 LL
8 PI
100 %P 10
83 %P 200
0 % Gravel
4 % C Sand
13 % F Sand
62 % Silt
21 % Clay
5 R Value
A-4 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
---	1.0	A.C.W.C.
4.0	2.0	A.C. (F.A.)
---	1.0	A.C.W.C.
4.0	2.0	A.C.W.S. (I.)
22.0	11.0	A.C.B.
30.0	17.0	

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER

1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)

11.0" of Asphaltic Concrete Base

(1)
Clayey Silt

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: I-5 Interchange - Boones Ferry Road
Highway: Hillsboro-Silverton (FAR 102)
County: Marion
Prefix: 124-1451

Res. Engr. J. Chaney
Approx. Length 1.0± mile
~~Sta.~~ M.P. 36.89± to ~~Sta.~~ M.P. 37.97±
Date December 3, 1973

Mean Truck A.D.T. 448
Traffic Coefficient 8.7
18 kip s. a. per day 97.2

Annual Precipitation 37"+ (Aurora)
Frost Penetration - - - -
CBE Total Requirement 29.5"

(1)

Typical Soil

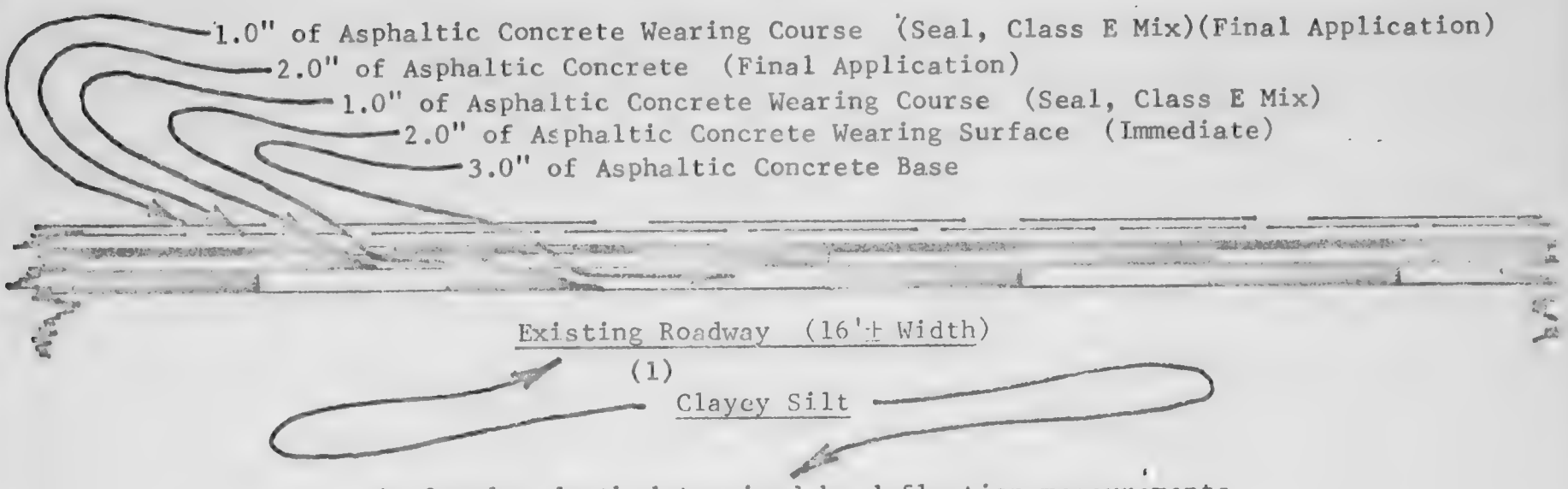
	LL
S	PI
E	%P 10
E	%P 200
	% Gravel
P	% C Sand
A	% F Sand
G	% Silt
E	% Clay
	R Value
1	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
	1.0	A.C.W.C. (F.A.)
	2.0	A.C. (F.A.)
	1.0	A.C.W.C.
	2.0	A.C.W.S. (I.)
	3.0	A.C.B.
-	OVER EXISTING PAVEMENT	
*		

STRUCTURAL SECTION
EXISTING ROADWAY (Where Utilized)


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
3.0" of Asphaltic Concrete Base
Existing Roadway (16'± Width)
(1)
Clayey Silt

* Overlay depth determined by deflection measurements.

See Remarks on Page 3.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
DEC 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: I-5 Interchange - Boones Ferry Road

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*A.C. Base*	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	2.0"	6.0"	---	9.5"	25.5"	17.5"
6.0 - 7.0	3.0"	---	---	16.0"	22.0"	19.0"
4.8 - 6.0	2.0"	---	---	14.5"	18.5"	16.5"
Cars Only	2.0"	---	---	9.5"	13.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.5 and a C.B.E. Requirement of 25.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: I-5 Interchange - Boones Ferry Road

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

6200 Present ADT (19 74)

5.2 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	210	1.75	368	289	450	130,050
3	55	1.75	96	76	1000	76,000
4	15	1.75	26	21	1250	26,250
5	45	1.75	79	62	3180	197,160
6	0	----	--	--	2570	- - - -
				448	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 429,460

TWENTY YEAR EWL 8,589,200

TRAFFIC COEFFICIENT 8.7

SECTION: I-5 Interchange - Boones Ferry Road

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil, A.C., and P.C.C.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

9290

L.

April 27, 1973

Mr. Donald D. Stilwell, City Manager
City of Woodburn
550 N. First Street
Woodburn, Oregon 97071

Dear Mr. Stilwell:

In your April 11, 19 3 letter you suggested we should make the necessary surveys to establish future alignment and right of way requirements on the section of the Hillsboro-Silverton Highway between Interstate 5 and Woodburn.

We recognize the importance of your suggestion but are unfortunately caught at the beginning of the construction season which requires all of our available manpower. I have, however, in an effort to obtain enough information with which to make projections, requested our Photogrammetry Section to map the area by aerial methods. Their workload is also rather heavy and this project will have to take its place in their listing of projects. With luck we should be able to establish some of the right of way requirements by late fall at which time we will supply you with the information.

We appreciate your offer of the City establishing building set-back criteria which would conform to our future requirements.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:Jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
C. O. Fredrickson

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 24, 1973

SUBJECT:

To: Mr. F. P. Jeter
Photogrammetric Engineer

Please take steps to map with 2-foot contour interval and spot pavement elevations that section of the Hillsboro-Silverton Highway between I-5 and the west end of the Pacific Highway-Boones Ferry Road Section.

We will need mapping of adequate width to determine rights of way for a 4-lane section.

This should not take precedence over construction cross sections but should be accomplished at your earliest convenience in line with other priority items.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
G. C. Wills
C. O. Fredrickson

RECEIVED
APR 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

11 April 73

RECEIVED
APR 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

In your letter of 30 March 73 in regards to realignment of ORE 214 in the vicinity of Senior Estates Woodburn, you indicated a willingness to secure vacant lands needed for additional right-of-way. The City of Woodburn urges you to pursue the acquisition of needed right-of-way as this immediate area is principally vacant at this time but destined for significant development in the very near future.

The City would also like to request that the State establish future alignment of the highway and future right-of-way requirements. If this information can be provided in the very near future it may be possible for the City to establish building set-back criteria which would conform with these future requirements. Additionally, the City would be in a position to notify the State of any required properties for sale or for which building activities are planned. There currently is one property for sale adjacent to the curve which may be involved in the future alignment.

Your favorable consideration of our request will be appreciated.

NOTED
A. E. JOHNSON

Sincerely,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

Vic 4-19-73
Ltr. R/D soon and
begin work requested
DDS:rs EJH

RECEIVED
STATE HWY ENGR
APR 13 '73
REFER TO
FOR
Info

RECEIVED
APR 12 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

9290

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 30, 1973

Mr. Donald D. Stilwell
City Manager
550 N. First Street
Woodburn, OR 97071

Dear Mr. Stilwell:

Recently the Woodburn City Council requested consideration for realignment of ORE214 in the vicinity of the Senior Estates.

The 1971 ADT on this highway was 4,900 just west of I-5 and 6,300 just west of Boones Ferry Road. Through the "S" curve the volume was about 5,600. The reverse curve extends from M.P. 37.33 to M.P. 37.48. During 1971 and 1972 there was but one reported accident in this section. This involved property damage only. The 1972 accident rate was 3.26 accidents per million vehicle miles, which is slightly below the average rate for suburban secondary state highways.

It is estimated that the cost for improving the entire section would be $450,000, and for the reverse curve only, $200,000. These costs are for a five-lane section and does not include right-of-way. The present right-of-way is 60 feet; therefore, additional rights-of-way would be required for any improvement.

We agree that the above project is worthwhile and needed; however, at this time we are unable to finance it. We will attempt to obtain any vacant lands needed for additional right-of-way so that when funds are available we can proceed with the project.

Sincerely,

NOTED
E. S. HUNTER 4-11-73

George M. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. B. Boyd
L. E. George
H. S. Cox
C. O. Fredrickson

EG:njc/AEJ:ja kw

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
March, 1973

TWO-YEAR ACCIDENT RECORD
Hillsboro-Silverton Highway
Pacific Highway to Boones Ferry Road
Woodburn

Year	Month	Hour	Mile Point	Collision Type	Persons Injured
1971	March	12N	36.74	Turning	0
	December	8P	37.10	Turning	0
	February	5P	37.11	Turning	0
	August	1P	37.11	Turning	0
	December	12N	37.16	Rear-End	1
	May	2P	37.82	Rear-End	2
1972	November	6P	36.74	Turning	0
	January	8P	36.74	Turning	0
	September	5P	36.74	Turning	0
	October	6P	36.74	Turning	0
	June	6P	36.90	Rear-End	0
	November	1P	36.96	Rear-End	0
	September	7P	36.05	Turning	2
	June	1P	37.10	Turning	0
	January	10A	37.16	Angle	1
	August	5P	37.27	Turning	2
	February	1A	37.38	Head-On	0
	March	4P	37.62	Rear-End	3
	September	1P	37.86	Turning	1
	November	3P	37.87	Turning	0

AEJ-RJD
for GMB
2-20

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

15 February 73

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Re: Possible Cooperative Project
"S" Curve, Senior Estates
Vicinity Hillsboro-Silverton
Hwy. No. 140 (Ore 214)
City of Woodburn

Dear Mr. Baldwin:

Regarding correspondence from your letter concerning the subject section of the highway, please be informed of the following:

This matter was referred to the City Council at their last session. There was some concern over the propriety of expending City monies to realign a State Highway.

The City finds itself in the position of having an empty pocketbook while recognizing that if the present alignment is left there will be a slowing of traffic on an important arterial. Recognizing the critical need for realignment, the Council has directed that I contact you and see what you project as the total cost of realignment and the minimal contribution you would consider from the City.

RECEIVED
STATE HWY ENGR
FEB 21 '73
REFER TO
FOR
Info | Inves | BRO | DIR | Sign | Act | File

Time is of the essence. The affected property is now vacant or nearly so.

Very truly yours,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

RECEIVED
FEB 16 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

DDS:rs

RECEIVED
FEB 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
F3-19

9210

L.1

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1973

To: Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

SUBJECT: Possible Coop. Constr.-Finance Project
"S" Curve, I-5 to Boone Ferry Rd. Section
Hillsboro-Silverton Hwy. #140 (ORE 214)
City of Woodburn

A long time matter of concern to State and City is the subject section of ORE 214 in Woodburn.

Copies of various correspondence are enclosed for your information, including the latest letter, February 1, 1973, indicating that financing of such a project is not feasible at this time.

The City has requested an estimate for improving this section of highway so they would be in a better position to determine their participation commitment.

In April, 1966, an estimate for the I-5 to Boones Ferry Road Section was $300,000, based on a 48-foot curbed section. The 1972 ADT is approximately 6,000+, and on the basis of present costs, it would appear only appropriate that the estimate be a minimum of $500,000 for a 60-foot or wider section.

In view of the above, is it your desire to update the overall section, or perhaps concentrate on an improvement of just the "S" curve portion.

In either instance, the City would like a reply as to current cost estimates. May I hear from you in this regard. This matter was subject of recent correspondence with Messrs. A. E. Johnson, C. T. Keasey, and G. W. Wimer.

H. S. Cox
County-City Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer

Don. 2-20-73

Suggest waiting and update entire section. Your 2-1-73 letter points up the circumstances very well.

DNH:mm EL
Enc.

cc: A. E. Johnson

2-20-73
original & attachments
to Harwell

RECEIVED
FEB 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9290

bc: A. E. Johnson
R. L. Schroeder
Victor Wolfe
C. T. Keasey
J. B. Boyd
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR
Info | Sys | Eng | Dir | Sign | Act | File

February 1, 1973

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attention: Mr. Donald Stilwell
Manager

RE: Possible Cooperative Project
"S" Curve, Senior Estates Vicinity
Hillsboro-Silverton Hwy. No. 140 (ORE 214)
City of Woodburn

Gentlemen:

NOTED
A. E. JOHNSON

Based on previous correspondence and discussion regarding the City's request for improving the subject section of highway, please be informed of the following.

This matter has been discussed with the Administration and I am advised that we are not in a position at this time to finance such a job. There are two important financial factors that have a considerable effect on our job programing; namely, (1) the Federal Government has not at this time passed a highway financing bill to cover the period beyond the end of this fiscal year; and (2) there are proposals in the State Legislature for possible bonding for highway improvements.

The idea of a 50/50 or 75/25 shared cost project should be considered; however, its priority would have to be reviewed along with many other requests that we have. There appears no way in which we could undertake such a project this coming summer, but we would be pleased to place this request on our listing of such projects and to review your request next fall when we will be in a better position to know our financial capabilities.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harwell

D. N. Harwell, Assistant Engineer
County and City Section

DNH:mm

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 31, 1973

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

SUBJECT: Pacific Hwy.-Boones Ferry Road Section
Hillsboro-Silverton Highway

To: J. B. Boyd, Region Engineer
ATTN: G. W. Wimer

FROM: C. T. Keasey
Construction Engineer

Your letter of January 24, 1973 to Mr. Johnson concerning the request from the City of Woodburn for a possible co-op project on the subject section has been referred to me for reply.

I have discussed this matter with Don Harwell of the County City Section and it appears to be a worthwhile project. Mr. Harwell will respond to the City indicating an offer for a future co-op project if the City wishes. Timing of such a project would depend on satisfactory conclusion of a construction-finance agreement, and, of course, availability of funds, both State and City.

Since the City has apparently obligated itself deeply to finance current projects, it does not appear that we should do anything toward a full survey authorization at least until the financing can be settled, which may be several years away.

CTK:fw

cc: A. E. Johnson
Don Harwell
Victor D. Wolfe

A. E. JOHNSON

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 24, 1973
Salem, Oregon

SUBJECT: Woodburn Senior Estates Section
Hillsboro-Silverton Highway

To: A. E. Johnson
ASST. STATE HIGHWAY ENGINEER

Woodburn City Manager, Donald D. Stilwell, has recently written the County-City Section. There have been earlier requests. His current request to this office, dated January 9, 1973, is attached.

He wants us to improve the "S" curve abutting Woodburn Senior Estates on the Pacific Highway-Boones Ferry Road Section. We should do so. Funds have not been available.

We are currently constructing easterly of Boones Ferry Road. The Woodburn Interchange-Hayesville Section of the Pacific Highway will improve the interchange. These construction efforts have tied down each end of the section to where ultimately we have no choice but to improve it.

It is, therefore, recommended we tell Mr. Stilwell we will proceed with the survey. When it is complete, a review can be made with the City as to how it can be financed. Informally, Mr. Stilwell has offered some cooperative funds.

For your convenience, attached is a sketch map.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Vic Wolfe
H. S. Cox

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
JAN 29 1973
CONSTRUCTION SECTION
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 25 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

HUBBARD INTERCH.-
WOODBURN INTERCHANGE
SECTION

BOONES FERRY ROAD -
PACIFIC HWY. EAST SECTION
(Under construction)

WOODBURN INTERCHANGE -
HAYESVILLE INTERCHANGE
SECTION

RECOMMENDED
SURVEY

Hillsboro - Silverton Hwy.
Marion County
SKETCH MAP 1/24/73

T5S R1W & R2W W.M.

RECEIVED
JAN 12 1973

FOR . . . .

Com 21

bc: F. B. Klaboe
L. Schroeder
L. E. George
Hills - Sil
bc

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1973

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attn: Mr. Donald D. Stilwell
City Manager

Re: "S" Curve on Hillsboro-Silverton Highway (ORE 214) and Crosswalk, ORE 214 @ Oregon Way

Gentlemen:

Thank you for your letter of January 8 regarding highway matters of concern to Woodburn.

As indicated to you at the Intergovernmental meeting of January 3, the records of the "S" curve on the Hillsboro-Silverton Highway (ORE 214) have been reviewed and negotiations have stopped. In 1969, the State attempted to acquire the property with an offer of $7,500; however, the owner asked for $20,000. Due to this negotiation and indefinite construction plans for this section of highway, the matter was dropped.

The matter of the crosswalk at ORE 214 and Oregon Way was discussed with the Assistant District Engineer, and it was indicated that this also is a matter of past discussion and correspondence. It is requested, by copy of this letter, that the District Engineer or his representative meet and review this matter with you and determine what can mutually be accomplished.

Both matters will be reviewed and you will be hearing from us in the near future as to State's position.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

NOTED
R. L. SCHROEDER

DNH:ljt
cc: D. H. Moehring
J. B. Boyd
F. B. Lacey

RECEIVED
JAN 11 1973
Office of
Assistant State Highway Engineer

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

9 January 1973

124-63

REGION 2 ENGINEER
RECEIVED
JAN 10 1973
RCE RME RTE
ULE GEO TA FILE

Mr. J. B. Boyd
Regional Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Boyd:

Thank you for taking time to come to the City of Woodburn to explain the State's position on the proposed signalization of Lincoln Street and Highway 99E.

Recall, I asked if you would view the "S" curves between I-5 and the Highway 214 bypass. I would be most interested in hearing your comments on these two curves. At the present time there is only the one small inexpensive house that would be affected by straightening the curves. It appears now is the time to correct the bottleneck that will undoubtedly occur when the bypass is completed.

This highway is the main arterial to Woodburn from I-5. I feel that it is imperative that every effort be made to alleviate the problem that will only grow worse.

The City is very interested in seeing this problem corrected before it gets worse. Possibly there could be some way that the City and State could correct the situation through a joint effort.

Please advise me as to your thoughts about the problem and any possible solutions.

Sincerely,

Donald D. Stilwell,
City Manager

DDS:rs

Woodburn
Or

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

8 January 1973

Mr. Donald N. Harwell
County-City Section Hwy. Division
405 State Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

Thank you for attending the monthly Intergovernmental Coordinating meeting in Woodburn. Your attendance helps the City to maintain a closer working relationship with the State.

The City has two problems in which your department may be able to assist us. This office, the Mayor and the Council, all receive numerous complaints about an allegedly dangerous situation at the intersection of Hwy. #214 and Oregon Way. I have checked the intersection and find it difficult to cross from one side of #214 to the other while in a vehicle and very hazardous to do so while walking. A pedestrian walkway and a flashing light might lessen the danger.

The second concern is with the "S" curves between the new bypass being constructed on #214 and I-5. At the present time it appears that only one small inexpensive dwelling would be affected by straightening out the bad curves. With the new #214 bypass facilitating traffic flow it seems strange that a bottleneck would be allowed to remain. I would very much appreciate hearing your comment re the State proposal for this curve.

Bypass

Again, thank you for your attendance at the monthly Intergovernmental Coordinating Committee meeting.

Very truly yours,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

RECEIVED
COUNTY - CITY SECTION
JAN [illegible] 1973
[illegible]

copies to all entities

1981 Will. R. (Marion St.) Br. 9291
Sec. of the Will.-Salem Hwy. (Gr.,
Pav., struc., sign., illum. & sig.) #5

CHA 6761 4-14-81

For Center St. Bridge
Replacement see: -CON
19-1 - Willa. R. - Sp. '81

9291

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-69	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Polk and Marion
MODIFICATION NUMBER 4	10-19-88	Project Number: IX-BRF-47(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27 ,1981 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,304,888.00	$ 9,299,697.00
Federal funds	$ 5,093,397.09	$ 5,093,397.09 (772)
Other revisions	2,320,000.00	2,315,846.82 (119)
	350,755.91	350,755.91 (580)

This modification is made for the following reasons: to release excess funds for use on TQF-47(9).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of October ,1988 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speigle for
MANAGER, PROGRAM SECTION
(Title)

XX By For: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: DALE E. WALKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 27, 1988

FEDERAL AID PROJECT NO. IX-BRF-47(13)

Willamette River (Marion Street) Bridge
Willamina-Salem Highway
Polk and Marion Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. "N" 31+85 to Sta. "MW" 61+50

Roadway	All Required		$ 718,501.00

Type Code X931
Structure, Bridge #7253B (Sta. "M" 34+08.32 to Sta. "M" 52+50)

Structure			$ 7,177,813.00
		Engineering	897,226.00
		Total	$ 8,075,039.00

Type Code Y031
Signals (Sta. 61+00)

Signals	All Required		$ 61,008.00

Length of Roadway ---------- 0.213 mi.
Length of Structure ---------- 0.349 mi.
Total Length 0.562 mi.

Cost of Roadway Per Mile------- $3,373,244.13

Work Retained in Program Status
(Not included in amounts below)

Repair Existing Deck	All Required		$ 15,000.00
Revise Ferry & Liberty Island	All Required		2,000.00
Work by P.G.E.	All Required		5,000.00
Work by City of Salem, Water	All Required		10,000.00
		Work For Above Contract	$ 32,000.00

Type Code Y007
Storm Sewer (Sta. "S" 0+00 to Sta. 10+57)

Storm Sewer	All Required		$ 445,149.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	772	85%	$ 718,501.00	$ 610,725.00	$	$
Structure	119	80%	2,894,809.00	2,315,846.82		
Structure	772	85%	5,180,230.00	4,403,196.00		
Signals	772	85%	61,008.00	51,856.00		
Storm Sewer	772	85%	32,494.30	27,620.09		
Storm Sewer	580	85%	412,654.70	350,755.91		
Total			$9,299,697.00	$7,759,999.82	$1,067,697.18	$ 474,000.00*

*Note: Limited by agreement to $472,000

Group 1: 99%; Group 8: 1%
Contract No. 9291
Prefix: 24-1945
Prefix: C09291
TY:pk

Group 1: 100%
Contract No. 9467
Prefix: 24-1071 PE
Prefix: C09467

92-91

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 6-5	U.S. Department of Transportation **Federal Highway Administration**	State: OREGON
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-30-86	County: MARION & POLK
MODIFICATION NUMBER: 3		Project Number: BRF-IX-F-47(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on 5-27, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$9,397,828.00	$ 9,304,888.00
Federal funds	$5,172,397.09	$ 5,093,397.09 (772)
	2,320,000.00	2,320,000.00 (119)
Other revisions	350,755.91	350,755.91 (580)

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of May, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

BY FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 27, 1986

FEDERAL AID PROJECT NO. IX-BRF-47(13)

WILLAMETTE RIVER (MARION STREET) BRIDGE
WILLAMINA-SALEM HIGHWAY
POLK AND MARION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204
ROADWAY (Sta. "N" 31+85 to Sta. "MW" 61+50)

Roadway	All Required	$ 718,501.00

TYPE CODE X931
STRUCTURE, BRIDGE #7253B (Sta. "M" 34+08.32 to Sta. "M" 52+50)

Structure	Subtotal	$7,265,040.00
	Engineering	815,188.00
	TOTAL	$8,080,228.00

TYPE CODE Y031
SIGNALS (Sta. 61+00)

Signals	All Required	$ 61,008.00

Length of Roadway ----------	0.213 mi.
Length of Structure ----------	0.349 mi.
TOTAL LENGTH	0.562 mi.

Cost of Roadway Per Mile ---------- $3,373,244.13

WORK RETAINED IN PROGRAM STATUS
(Not included in amounts below)

Repair Existing Deck	All Required	$ 15,000.00
Revise Ferry & Liberty Island	All Required	2,000.00
Work by P.G.E.	All Required	5,000.00
Work by City of Salem, Water	All Required	10,000.00
	WORK FOR ABOVE CONTRACT	$ 32,000.00

TYPE CODE Y007
STORM SEWER (Sta. "S" 0+00 to Sta. 10+57)

Storm Sewer	All Required	$ 445,149.00

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Roadway	772	$ 718,501.00	$ 610,725.00	$	$
Structure	119	2,900,000.00	2,320,000.00		
Structure	772	5,180,230.00	4,403,196.00		
Signals	772	61,008.00	51,856.00		
Storm Sewer	772	32,494.30	27,620.09		
Storm Sewer	580	412,654.70	350,755.91		
TOTAL		$9,304,888.00	$7,764,153.00	$1,068,735.00	$472,000.00*
BRF 80%		** $2,900,000.00	$2,320,000.00	$ 580,000.00	$ ---
IX 85%		6,404,888.00	5,444,153.00	488,735.00	472,000.00*

* Note: Limited by agreement to $472,000
** Note: Limited by agreement to $2,900,000

Group 1: 99%; Group 8: 1%
Contract No. 9291
Prefix: 24-1945
Prefix: C09291

Group 1: 100%
Contract No. 9467
Prefix: 24-1071 PE
Prefix: C09467

RLC:pf

9291.9467

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 7-221 & 222		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion & Polk
MODIFICATION NUMBER: 2	July 23, 1982	Project Number: IX-BRF-47(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 81, is hereby modified as follows:

		Former amount	Revised amount
Estimated total cost of project	(119)	2,900,000.00	2,900,000.00
	(772)	~~$ 6,084,679.00~~	~~$ 6,085,173.30~~
	(580)	413,149.00	412,654.70
Federal funds	(119)	~~$ 2,320,000.00~~	~~$ 2,320,000.00~~
	(772)	5,171,977.00	5,172,397.09
Other revisions	(580)	351,176.00	350,755.91

This modification is made for the following reasons: to increase Appn Code 772 funds by $420.09 and decrease Appn Code 580 funds by an equal amount to fully utilize 772 funds allocated to Salem.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 22, 1982

Federal-Aid Project
No. IX-BRF-47(13)

Willamette River (Marion Street) Bridge
Willamina-Salem Highway
Polk & Marion Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204 **Roadway (Sta. "M" 31+85 to Sta. "MW" 61+50)**		
Roadway	All Required	$ 718,501.00
Type Code X931 **Structure, Bridge #7253B (Sta. "M" 34+08.32 to Sta. "M" 52+50)**		
Structure	All Required	$8,173,170.00
Type Code Y031 **Signals (Sta. 61+00)**		
Signals	All Required	$ 61,008.00

Length of Roadway ----------	0.213 mi.
Length of Structure ----------	0.349 mi.
TOTAL LENGTH	0.562 mi.

Cost of Roadway Per Mile -----$3,373,244.13

Work Retained in Program Status
(not included in amounts below)

Repair Existing Deck	All Required	$ 15,000.00
Revise Ferry & Liberty Island	All Required	2,000.00
Work by P.G.E.	All Required	5,000.00
Work by City of Salem, Water	All Required	10,000.00
	WORK FOR ABOVE CONTRACT	$ 32,000.00

Type Code Y007
Storm Sewer (Sta. "S" 0+00 to Sta. "S" 10+57)

Storm Sewer — All Required — $445,149.00

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	772	$ 718,501.00	$ 610,725.00	$	$
Structure	119	2,900,000.00	2,320,000.00		
Structure	772	5,273,170.00	4,482,196.00		
Signals	772	61,008.00	51,856.00		
Storm Sewer	772	32,494.30	27,620.09		
Storm Sewer	580	412,654.70	350,755.91		
TOTAL		$9,397,828.00	$7,843,153.00	$1,082,675.00	$ 472,000.00*
BRF 80%	**	$2,900,000.00	$2,320,000.00	$ 580,000.00	$ ---
IX 85%		6,497,828.00	5,523,153.00	502,675.00	472,000.00*

* Note: Limited by agreement to $472,000
** Note: Limited by agreement to $2,900,000

Group 1 99%; Group 8 1%
Contract No. 9291
Prefix: 24-1945
Prefix: 24-1052

Group 1 100%
Contract No. 9467
Prefix: 24-1071 PE
Prefix: 24-1078

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-7		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion & Polk
MODIFICATION NUMBER 1	5.2182	Project Number IX-BRF-47(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	2,900,000(119) ~~$6,084,679(772)~~	2,900,000(119) ~~$ 6,084,679(772)~~
Federal funds	300,887(580) ~~$2,320,000(119)~~	413,149(580) ~~$ 2,320,000(119)~~
Other revisions	5,171,977(772) 255,754(580)	5,171,977(772) 351,176(580)

This modification is made for the following reasons: adding contract for storm sewer work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of May, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX FOR: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 10, 1982

Federal-Aid Project
No. BRF-2-5(8)

Nehalem River Bridge
Oregon Coast Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Grading (Sta. 51+40 to Sta. 92+00)

Stockpile Material		All Required	$ 362,010.00

Type Code 6201
Roadway (Sta. 51+40 to Sta. 59+34)(Sta. 69+96 to Sta. 92+00)

Mobilization	25 %	All Required	$ 112,500.00
Temporary Protection and Direction of Traffic		All Required	5,000.00
Temporary Signs	185 Sq. Ft.	10.00	1,850.00
Temporary Barricades	16 Each	150.00	2,400.00
Temporary Guard Rail, Type 2A, Reflectorized	200 Lin. Ft.	10.00	2,000.00
Temporary Guard Rail, Type 3, Reflectorized	150 Lin. Ft.	25.00	3,750.00
Temporary Plastic Safety Markers	10 Each	50.00	500.00
Temporary Delineators, Type 2	9 Each	16.00	144.00
Temporary Reflective Pavement Markers	46 Each	4.00	184.00
Flagmen	2,400 Hr.	6.25	15,000.00
Clearing and Grubbing		All Required	50,000.00
Removal of Structures and Obstructions		All Required	25,000.00
Ditch Excavation	200 Cu. Yd.	5.00	1,000.00
General Excavation	43,500 Cu. Yd.	5.00	217,500.00
Surcharge Removal	15,000 Cu. Yd.	1.25	18,750.00
Trench Excavation	625 Cu. Yd.	5.00	3,125.00
Finishing Roadbed and Slopes		All Required	5,000.00
Watering	300 M-Gal.	11.00	3,300.00
Filter Fabric Membrane	33,100 Sq. Yd.	0.80	26,480.00
Coarse Aggregate Base	16,600 Ton	8.00	132,800.00

Class "B" Asphalt Concrete Mixture	6,400	Ton	23.00	147,200.00
Asphalt Cement in Mixture	415	Ton	185.00	76,775.00
4-inch Culvert Pipe	44	Lin. Ft.	8.00	352.00
6-inch Culvert Pipe	130	Lin. Ft.	9.00	1,170.00
8-inch Culvert Pipe	88	Lin. Ft.	12.00	1,056.00
12-inch Culvert Pipe	206	Lin. Ft.	15.00	3,090.00
18-inch Culvert Pipe	194	Lin. Ft.	20.00	3,880.00
24-inch Culvert Pipe	34	Lin. Ft.	30.00	1,020.00
36-inch Culvert Pipe	64	Lin. Ft.	42.00	2,688.00
8-inch Sewer Pipe	70	Lin. Ft.	10.00	700.00
12-inch Sewer Pipe	535	Lin. Ft.	15.00	8,025.00
Extra for Pipe Under Pavement	100	Lin. Ft.	15.00	1,500.00
Portland Cement Concrete in Sewers			All Required	1,000.00
Bedding Material	30	Cu. Yd.	20.00	600.00
16-inch Steel Casing	100	Lin. Ft.	35.00	3,500.00
Concrete Manholes	2	Each	2,500.00	5,000.00
Concrete Inlets, Type G-2	4	Each	500.00	2,000.00
6-inch PVC Water Pipe	140	Lin. Ft.	15.00	2,100.00
6-inch Drain Pipe	594	Lin. Ft.	8.00	4,752.00
Filter Fabric	500	Sq. Yd.	3.00	1,500.00
Gravel in Drains	40	Cu. Yd.	20.00	800.00
Guard Rail, Type 2A	2,550	Lin. Ft.	10.00	25,500.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	14	Each	300.00	4,200.00
Rail End Pieces, Type C	12	Each	100.00	1,200.00
Drainage Curbs	545	Lin. Ft.	3.00	1,635.00
Loose Riprap, Class 700	2,190	Cu. Yd.	17.50	38,325.00
Filter Blanket			All Required	7,500.00
Delineators, Type 2	49	Each	20.00	980.00
Delineators, Type 3	7	Each	20.00	140.00
Delineators, Type 4	20	Each	10.00	200.00
Roadside Seeding and Straw Mulch with Mulch Binder	3	Acre	1,200.00	3,600.00
Removal of Existing Signs			All Required	500.00
Wood Sign Posts			All Required	1,000.00
Bridge Rail Sign Mounts			All Required	1,000.00
Type "C" and "D" Signs in Place	178	Sq. Ft.	0.00	1,780.00
Type "EE" Signs in Place	17	Sq. Ft.	10.00	170.00
Type "EEE" Signs in Place	9	Sq. Ft.	10.00	90.00
Type "U" and "V" Signs in Place	107	Sq. Ft.	12.00	1,284.00
				$ 986,595.00

Anticipated Items

Permanent Pavement Striping		All Required	$ 1,500.00
Temporary Pavement Striping		All Required	200.00
Temporary Erosion Control		All Required	5,000.00
Asphalt Cement Adjustment		All Required	6,000.00
Bikeway Signs		All Required	500.00
Bikeway Striping & Legend		All Required	500.00
			$ 13,700.00
		SUBTOTAL	$1,000,295.00
		Engineering	125,036.00
		TOTAL	$1,125,331.00

Type Code X081
Structure, Bridge #574F (Sta. 59+34 to Sta. 69+96)

Mobilization	(75 %)	All Required	$ 337,500.00
Bridge Removal Work		All Required	150,000.00
Shoring, Cribbing, Etc.		All Required	250,000.00
Structure Excavation	4,330 Cu. Yd.	7.50	32,475.00
Structure Excavation Below Elevations Shown	150 Cu. Yd.	50.00	7,500.00
Special Wall Backfill	215 Cu. Yd.	9.00	1,935.00
Furnish Pile Driving Equipment		All Required	100,000.00
Furnish HP 12x53 Steel Piling	7,320 Lin. Ft.	16.00	117,120.00
Furnish Cost-in-Place Piling	4,790 Lin. Ft.	10.00	47,900.00
Drive Steel Pile Shells	4,790 Lin. Ft.	2.50	11,975.00
Drive Steel Piles	7,320 Lin. Ft.	12.00	87,840.00
Structural Concrete, Class 3300 (1,110 C.Y.)		All Required	175,000.00
Structural Concrete Class 4000 (315 C.Y.)		All Required	100,000.00
Structural Concrete, Class 5000 (3935 C.Y.)		All Required	1,175,000.00
Seal Concrete	875 Cu. Yd.	75.00	65,625.00
Expansion Joint, Type Double 400	85 Lin. Ft.	500.00	42,500.00
Coated Reinforcement (710,500 Lbs.)		All Required	425,000.00
Prestressing Steel (403,000 Lbs.)		All Required	450,000.00
Reinforced Concrete Bridge End Panels	203 Sq. Yd.	60.00	12,180.00
Bearing Devices		All Required	35,000.00
			$3,624,550.00

Anticipated Items

On-the-job Trainees (5-5,000 hrs. at $0.80)	All Required	$ 4,000.00
Survey Tower	All Required	10,000.00
		$ 14,000.00
	SUBTOTAL	$3,638,550.00
	Engineering	454,818.00
	TOTAL	$4,093,368.00

Length of Roadway ----------	0.568 mi.
Length of Structure ----------	0.201 mi.
TOTAL LENGTH	0.769 mi.

Cost of Roadway Per Mile ----------$1,981,216.54

Work Retained in Program Status		
Shape and Dress Existing Slopes	All Required	$ 10,000.00
Nehalem Telephone & Telegraph Co.	All Required	4,500.00
Tillamook PUD		4,500.00
Wetland Seeding and Mulching		4,500.00
		$ 23,500.00
	SUBTOTAL	$ 23,500.00
	Engineering	2,937.00
	TOTAL	$ 26,437.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Stockpile Material			
Embankment in Place	$ 362,010.00	$ 289,608.00	$ 72,402.00
Roadway	1,125,331.00	900,264.00	225,067.00
Structure	4,093,368.00	3,274,694.00	818,674.00
SUBTOTAL	$5,580,709.00	$4,464,566.00	$1,116,143.00
Reserve	26,437.00	21,149.00	5,288.00
TOTAL	$5,607,146.00	$4,485,715.00	$1,121,431.00

Group 1 100%; Group 8 00%
Contract No. 9469
Prefix: 29-1965
Prefix: 29-1010

9791

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
5/95 & 99		COUNTY MARION
	FEDERAL-AID PROJECT AGREEMENT 5-27-81	PROJECT NO. IX-BRF-47(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River (Marion St.) Bridge(Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-8-81	0.562
OTHER *(Specify)*		

FUNDS PRO RATA %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,984,679.00	2,320,000 (Appn 119) (80%) $ 5,171,977 (Appn 772) (85%)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 27 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 18, 1981

Federal Aid Project
No. IX-BRF-47(13)

Willamette River (Marion Street) Bridge
Willamina-Salem Highway
Polk and Marion County

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. "M" 31+85 to Sta. 34+08.32) (Sta. "MW" 52+50 to Sta. "MW" 61+50)

Mobilization	8%	All Required		$ 64,000.00
Temporary Protection and Direction of Traffic	8%	All Required		1,840.00
Temporary Sign		410 Sq.Ft.	10.00	4,100.00
Temporary Barricades		7 Each	150.00	1,050.00
Temporary Concrete Barriers, Lighted		4,640 Lin.Ft.	27.00	125,280.00
Moving Temporary Concrete Barriers		4,900 Lin.Ft.	2.50	12,250.00
Temporary Plastic Safety Markers		14 Each	75.00	1,050.00
Sequentinal Arrow Signs		1 Each	4,000.00	4,000.00
Flagmen		600 Hour	24.00	14,400.00
Clearing and Grubbing		All Required		7,000.00
Removal of Structures and Obstructions		All Required		25,000.00
Embankment in Place		2,400 Cu.Yd.	8.00	19,200.00
Trench Excavation		1,720 Cu.Yd.	10.00	17,200.00
Furnishing and Placing Topsoil		450 Cu.Yd.	10.00	4,500.00
Aggregate Base		900 Cu.Yd.	12.00	10,800.00
Treated Base Mixture		1,030 Ton	20.00	20,600.00
Cement in Treated Base Mixture		58 Ton	100.00	5,800.00
Class "B" or Class "C", Asphalt Concrete		1,300 Ton	38.00	49,400.00
Membrane Water Proofing		16,300 Sq.Yd.	5.00	81,500.00
8-inch Sewer Pipe		266 Lin.Ft.	10.00	2,660.00
12-inch Sewer Pipe		1,160 Lin.Ft.	14.00	16,240.00
18-inch Sewer Pipe		980 Lin.Ft.	18.00	17,640.00
Concrete Manholes, 20 Feet or Less Deep		6 Each	1,800.00	10,800.00
Concrete Manholes Over 20 Feet Deep		1 Each	4,000.00	4,000.00
Concrete Inlets, Type B		4 Each	400.00	1,600.00
Concrete Inlets, Type G-1		18 Each	450.00	8,100.00
4-inch Drain Pipe		1,490 Lin.Ft.	4.00	5,960.00
Special Filter Material in Drains		110 Cu.Yd.	16.00	1,760.00
Filter Fabric		1,000 Sq.Yd.	2.00	2,000.00
Gravel in Drains		140 Cu.Yd.	16.00	2,240.00

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CL-6 Chain Link Fence	1,160 Lin.Ft.	8.00	$ 9,280.00
6'x24' Chain Link Double Gate	1 Each	700.00	700.00
Concrete Walks	520 Sq.Yd.	14.00	7,280.00
Concrete Curbs	10 Cu.Yd.	200.00	2,000.00
Concrete Barrier	965 Lin.Ft.	30.00	28,950.00
Paved Culvert End Slopes	31 Sq.Ft.	7.00	217.00
Drainage Curbs	1,130 Lin.Ft.	1.70	1,921.00
Loose Riprap Class 700	1,500 Cu.Yd.	30.00	45,000.00
Adjusting Manholes	1 Each	250.00	250.00
Capping Manholes	2 Each	250.00	500.00
			$ 638,068.00
Anticipated Items Roadside Seeding and Mulching	All Required		600.00
		Subtotal	$ 638,668.00
		Engineering	79,833.00
		Total	$ 718,501.00

Type Code X931
Structure, Bridge #7253 B (Sta. "M" 34+08.32 to Sta. "M" 52+50)

Mobilization	91% All Required		$ 728,000.00
Temporary Protection and Direction of Traffic	91% All Required		20,980.00
Bridge Removal Work	All Required		200,000.00
Shoring, Cribbing, Etc.	All Required		100,000.00
Shoring, Cribbing, Etc., Piers 1 thru 5	All Required		375,000.00
Structure Excavation	3,730 Cu.Yd.	20.00	74,600.00
Structure Excavation, Piers 1 thru 5	2,400 Cu.Yd.	18.00	43,200.00
Structure Excavation Below Elevations Shown	300 Cu.Yd.	25.00	7,500.00
Structure Excavation Below Elevations Shown, Piers 1 thru 5	200 Cu.Yd.	25.00	5,000.00
Special Wall Backfill	1,280 Cu.Yd.	20.00	25,600.00
Furnish Pile Driving Equipment	All Required		70,000.00
Furnish HP 10x42 Steel Piling	8,714 Lin.Ft.	18.00	156,852.00
Drive Steel Piles	8,714 Lin.Ft.	1.00	8,714.00
Furnish Prestressed Concrete Piling	8,872 Lin.Ft.	13.00	115,336.00
Drive Prestressed Concrete Piles	8,872 Lin.Ft.	1.00	8,872.00
Structural Concrete, Class 3300 (2,625 cy)	All Required		760,000.00
Structural Concrete, Class 4000 (410 cy)	All Required		110,000.00
Structural Concrete, Class 4500 (2,085 cy)	All Required		410,000.00
Structural Concrete, Class 3300, Piers 1 thru 5 (495 cy)	All Required		150,000.00

Oregon State Highway Division
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Federal Aid Project
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Structural Concrete, Class 4000, Piers 1 thru 5 (695 cy)	All Required		$ 100,000.00
Seal Concrete	590 Cu.Yd.	90.00	53,100.00
Concrete in Retaining Walls	420 Cu.Yd.	200.00	84,000.00
Concrete Parapet Rail	6,210 Lin.Ft.	40.00	248,400.00
Expansion Joint, Type A	540 Lin.Ft.	170.00	91,800.00
Surface Finish Existing Bridge	All Required		25,000.00
Reinforcement (999,000 lbs.)	All Required		400,000.00
Reinforcement, Piers 1 thru 5 (216,700 lbs.)	All Required		120,000.00
Coated Reinforcement (239,500 lbs.)	All Required		140,000.00
Reinforcement in Retaining Walls	31,800 Lb.	0.50	15,900.00
Reinforced Concrete Bridge End Panels	205 Sq.Yd.	55.00	11,275.00
Structural Steel (1,660,000 lbs.)	All Required		2,050,000.00
Bearing Devices (56,100 lbs.)	All Required		145,000.00
Metal Handrail	2,570 Lin.Ft.	17.00	43,690.00
Lumber and Timber, Treated	14 MFBM	1,600.00	22,400.00
1-inch Electrical Conduit	360 Lin.Ft.	4.00	1,440.00
1 1/4-inch Electrical Conduit	320 Lin.Ft.	7.00	2,240.00
1 1/2-inch Electrical Conduit	1,015 Lin.Ft.	7.00	7,105.00
2-inch Electrical Conduit	1,600 Lin.Ft.	7.00	11,200.00
Impact Attenuator, Hi-Dro Cushion Cells	1 Each	15,000.00	15,000.00
Removal of Existing Sign Installations	All Required		5,000.00
Move and Reinstall Existing Signs	All Required		2,000.00
Sign Support Footings	All Required		1,000.00
Cantilever Sign Structures, Sta. "M" 32+15	All Required		12,000.00
Cantilever Sign Structures, Sta. "M" 47+10	All Required		9,000.00
Sign Bridge Structures, Sta. "M" 40+14	All Required		24,000.00
Sign Bridge Structures, Sta. "M" 54+75	All Required		24,000.00
Single Post Slip Base Sign Supports	All Required		1,000.00
Special Offset Sign Supports	All Required		1,500.00
Type "A" Signs in Place	468 Sq.Ft.	19.00	8,892.00
Type "C" and "R" Signs in Place	34 Sq.Ft.	13.00	442.00
Type "U" Signs in Place	222 Sq. Ft.	16.00	3,552.00
Sign Illumination Equipment	All Required		16,000.00
Removal of Existing Illumination	All Required		6,000.00
Pole Foundations	All Required		5,000.00
Roadway Lighting Poles and Bracket Arms	All Required		33,000.00
Luminaires and Ballasts	All Required		9,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		61,000.00
			$7,179,540.00

Oregon State Highway Division
Salem, Oregon, May 18, 1981

Federal Aid Project
No. IX-BRF-47(13)

Anticipated Items			
Railroad Protective Cost		All Required	$ 18,500.00
Permanent Pavement Striping		All Required	800.00
On the Job Trainees		All Required	11,200.00
Temporary Impact Barrier		All Required	15,000.00
Temporary Illumination		All Required	35,000.00
Temporary Erosion Control		All Required	5,000.00
			$ 85,500.00
		Subtotal	$7,265,040.00
		Engineering	908,130.00
		Total	$8,173,170.00

Type Code Y031
Signals (Sta. 61+00)

Mobilization	1%	All Required	$ 8,000.00
Temporary Protection and Direction of Traffic	1%	All Required	230.00
Traffic Signal Installation, Complete		All Required	45,000.00
			$ 53,230.00
Anticipated Items			
Signal Software		All Required	1,000.00
		Subtotal	$ 54,230.00
		Engineering	4,728.00
		Engineering (Signal (Controller Testing)	1,250.00
		Engineering (Opticom Testing)	800.00
		Total	$ 61,008.00

Length of Roadway	0.213 Mi.
Length of Structure	0.349 Mi.
Total Length	0.562 Mi.
Cost of Roadway per Mile	$3,373,244.13

Work Retained in Program Status
(not included in amounts below)

Repair Existing Deck	All Required	$ 15,000.00
Revise Ferry & Liberty Island	All Required	2,000.00
Work by P.G.E.	All Required	5,000.00
Work by City of Salem, Water	All Required	10,000.00
		$ 32,000.00

Oregon State Highway Division
Salem, Oregon, May 18, 1981

Federal Aid Project
No. IX-BRF-47(13)

Summary of Funds

Description	Total Cost		Federal Funds	State Funds	Other Funds
Roadway	$ 718,501				
Structure	8,173,170				
Signals	61,008				
Total	$8,952,679				
BRF	$2,900,000	80%	$2,320,000	$ 580,000	$ 472,000*
IX	6,052,679	85%	5,144,777	435,902	472,000*
	$8,952,679		$7,464,777	$1,015,902	$472,000*
IX Reserve	32,000		27,200	4,800	- -
	$8,984,679		$7,491,977	$1,020,702	$472,000*

*Limited by agreement.

Group 1 - 99%; Group 8 - 1%
Contract No. 9291
Prefix 24-1945
Prefix 24-1052

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-IX-BRF-47(13)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon 1-10-85	4. PROGRAM NO.	2A. COUNTY NAME Marion, Polk
	5. ITEM NO. 80363	

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11-27-84	Parimary 47	Primary 30

10. GENERAL LOCATION:

WILLAMETTE RIVER (Marion Street) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- XX ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Fredrickson's letter of December 26, 1984, this will confirm the date of November 27, 1984 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Highway Program Manual at a TEC of $10,000; Federal Funds $8,000 (SFO #14). Reimbursement will be in accordance with the Federal-aid Highway Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

Orig. to 1/15

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/10/85	D. K. Hoffmeier	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January 2, 1985

Hansen & Rowland, Inc. of Oregon
5319 SW Westgate Drive, Suite 139
Portland, OR 97221

CON 5
#9291

Gentlemen or Ladies:

On December 4, 1984, we wrote to you concerning release of final payment on Contract No. 9291 awarded to Hamilton Construction Co. (Oregon) for work on the Willamette River (Marion Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

Final payment on this contract is $42.14. The total contract amount is $8,114,927.20 including $70,600.42 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hamilton Construction Co. (Oregon)
PO Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

92.91

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

January 1, 1985

H. Scott Coulter,
State Highway Engineer
Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: State ex rel Oregon Iron Works v. Hamilton Construction Co.

Dear Mr. Coulter:

This is to inform you that the above entitled matter has been filed in Circuit Court for Marion County. Named defendants include Hamilton Construction Company. This matter concerns a claim for damages due to defective specifications on the Marion Street Bridge.

I have assigned this case to Trial Attorney Bill Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/cg
cc: Fred Miller

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 3 '85
REFER TO
Seventh
FOR

Orig to Fredrickson
1/9
Do

In the CIRCUIT Court of the State of Oregon

for the County of MARION

THE STATE OF OREGON, ex rel. OREGON IRON WORKS, INC., an Oregon Corporation; and OREGON IRON WORKS, INC.,

Plaintiffs

vs.

HAMILTON CONSTRUCTION COMPANY, an Oregon Corporation; TRANSAMERICA INSURANCE COMPANY, a California Corporation; State of Oregon, acting by and through its Oregon Department of Transportation, State Highway Division,

Defendants

NOTED
H. S. COULTER

No 152904

SUMMONS

To Department of Transportation
State Highway Division
c/o H. S. Coulter, State Highway Engineer
Room 102, Transportation Building
Salem, Oregon 97310 Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Daniel J. Seifer
SIGNATURE OF OREGON RESIDENT ATTORNEY

DANIEL J. SEIFER, OSB No. 69156
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

Recd 9:10 AM, Nov. 27, 1984 by Sharon Kelly.

KOBIN & MEYER
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

Rec'd Nov 27 Dellis

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO. PORTLAND, ORE.

Certified a true and correct copy of the original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

THE STATE OF OREGON, ex rel. OREGON IRON WORKS, INC., an Oregon Corporation; and OREGON IRON WORKS, INC., Plaintiffs, v. HAMILTON CONSTRUCTION COMPANY, an Oregon Corporation; TRANSAMERICA INSURANCE COMPANY, a California corporation; State of Oregon, acting by and through its Oregon Department of Transportation, State Highway Division, Defendants.	NO. 152904 COMPLAINT (Action On Contract Bond; Reasonable Value; Interference With Contractual Relationship)

For its FIRST CLAIM FOR RELIEF against defendants Hamilton Construction Company (hereinafter "Hamilton") and Transamerica Insurance Company (hereinafter "Transamerica"), plaintiff State of Oregon and use plaintiff Oregon Iron Works, Inc. (hereinafter "Oregon Iron Works") allege:

(Action on Public Contract Bond)

I

During all relevant times, Oregon Iron Works was and is an Oregon corporation in good standing, Hamilton was and is an Oregon corporation, and Transamerica was and is a California corporation, authorized to do business in the State of Oregon.

II

On or about May 15, 1981, Hamilton entered into a contract (hereinafter "the contract") with the State of Oregon

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

for the construction of an improvement known as Willamette River (Marion St.) Bridge, (hereinafter "the project"). On or about May 22, 1981, Hamilton as principal and Transamerica as surety executed and delivered a bond to the State of Oregon for the purpose of complying with ORS Chapter 279.

III

By the terms of the bond, both Hamilton and Transamerica agreed that if Hamilton failed to pay just claims and demands by any party performing labor or delivering materials used or consumed in the performance of the work, Transamerica would pay the full value of all such claims.

IV

On or about July 2, 1981, Hamilton entered into three purchase orders with Oregon Iron Works wherein Oregon Iron Works agreed to fabricate and furnish, among other things, steel girders for use in the construction of the project. Between the dates July 2, 1981 and August 18, 1982, Oregon Iron Works fabricated and furnished all material required under those purchase orders.

V

Oregon Iron Works has fully performed all work required to be performed under the purchase orders and has satisfied all conditions on its part to be performed under the purchase orders.

VI

Despite demand, defendant has failed and refused to pay plaintiff for work performed in accordance with the purchase orders, and there remains due and owing to plaintiff the further

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PORTLAND, OREGON 97205
(503) 223-1107

sum of $36,273.50, together with interest thereon at the rate of 9% per annum from the date due until paid, as provided by law.

VII

Thereafter, on or about August 19, 1982, Hamilton directed Oregon Iron Works to perform additional work, under the purchase orders, upon the fabricated structures which Oregon Iron Works had provided. The specific work directed by Hamilton included, among other things, cutting six inches off of girders 145A, B, and C. Subsequently, Hamilton specifically directed Oregon Iron Works to lengthen each of those girders by two inches. Oregon Iron Works has fully performed this extra work ordered by Hamilton.

VIII

As a result of performing this extra work, Oregon Iron Works has incurred labor and material costs in the amount of $22,393.00. In addition, as a result of being required to divert its labor and equipment forces from other projects for use in performing the extra work on this project, Oregon Iron Works has suffered impact costs of $21,000.00.

IX

Despite demand, Hamilton has failed and refused to pay said sums, and therefore has breached its purchase order agreements with Oregon Iron Works.

X

On or about August 31, 1984, Oregon Iron Works, pursuant to ORS 279.526, served written notice upon the

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

Secretary of State of Oregon Iron Works' claim for the amount owed to Oregon Iron Works for materials furnished in the prosecution of the work provided for in the contract; said notice was duly served by certified mail in the manner provided for in ORS 279.526, accurately stated the amount of the claim, and the name of the party to whom the materials were furnished, and otherwise complied with the provisions of the aforesaid statute. On or about October 20, 1984, Oregon Iron Works mailed notice of its claim to both Hamilton and Transamerica.

XI

As a result of said breach, Oregon Iron Works has been damaged in the amount of $79,666.50, and is entitled to recover this amount from defendants, together with interest thereon at the rate of 1.5% per month from the date due until paid, as provided by law.

XII

Pursuant to ORS 743.114, Oregon Iron Works is entitled to an award of its reasonable attorney's fees incurred herein if its claim on the bond is not timely satisfied.

For a SECOND CLAIM FOR RELIEF AGAINST DEFENDANT HAMILTON, Oregon Iron Works alleges:

(Reasonable Value)

XIII

Realleges paragraphs I through IX and XI above.

///

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

XIV

In performing the additional work directed by Hamilton, Oregon Iron Works provided labor and materials for the benefit of Hamilton. The amount of labor and materials used by Oregon Iron Works was reasonable.

XV

Hamilton is indebted to Oregon Iron Works for the reasonable value of the labor and materials furnished and provided by Oregon Iron Works at Hamilton's special instance and request in the sum of $58,666.50, together with interest thereon at 9% per annum from the date due, until paid, as provided by law.

XVI

Despite demand, Hamilton has failed, neglected and refused to pay said amount to Oregon Iron Works.

For a THIRD CLAIM FOR RELIEF AGAINST DEFENDANT STATE OF OREGON, Oregon Iron Works alleges:

(Intentional Interference With Contractual Relationship)

XVII

Reallege the allegations in paragraphs I through XVI above.

XVIII

While Oregon Iron Works does not admit the validity of or agree with such allegations, in the event that Hamilton alleges and the court determines that the State of Oregon (hereinafter "the State"), rather than Hamilton, expressly directed and ordered Oregon Iron Works to change and alter the lengths of girders

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

no. 145 A, B and C, such directions would constitute an intentional interference by the State with Oregon Iron Works' contractual relationship with Hamilton. Such interference was for the sole purpose of causing Oregon Iron Works to incur, without any contractual or other basis for reimbursement, the cost of correcting the State's own design errors and mistakes regarding the construction of the Marion Street Bridge.

As a result of such interference, Oregon Iron Works incurred costs and expenses in the amount of $43,393.00.

WHEREFORE, Plaintiffs pray as follows:

1. For judgment against Defendants Hamilton and Transamerica in the amount of $79,666.50, together with interest thereon at the rate of 1 1/2% per month from the date due until paid; and for their reasonable attorneys fees, costs and disbursements incurred herein;

2. For judgment against the State of Oregon in the amount of $43,393.00; and for their costs and disbursements incurred herein; and

3. For such other and further relief as the court may determine to be just and proper.

KOBIN & MEYER, P. C.

DANIEL J. SEIFER

By _____
DANIEL J. SEIFER
Of Attorneys For Plaintiffs
Trial Attorney; OSB No. 69156

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S W ALDER STREET
PORTLAND OREGON 97205
(503) 223-1107

9371

11-10-84

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. Contract No. 9380	N.Basin Ave.-N. Going St. Multnomah County	11/2/84
Western Mixing Co. Contract No. 9655	Buford Ridge Rd.-Forest Boundary Wallowa County	11/2/84
Fremont Construction, Inc. Contract No. 9664	Warner Rock Production Lake County	11/6/84
Schrader Const. Co., Inc. Contract No. 9378	Oswego Cr. (Sucker Cr.) Br. Clackamas County	11/9/84
Willamette-Western Corp. Contract No. 8862	Col. R. Br. (S. Channel Br.) Multnomah County	11/15/84
R & R Excavating Co., Inc. Contract No. 9788	Pac. Hwy. W. @ SW 30th Ave. (Portland) Multnomah County	11/19/84
Clarke Electric, Inc. Contract No. 9665	West 1st Ave.-SPTC X'ing. (Eugene) Lane County	11/20/84
Wildish-Corvallis Const. Co. Contract No. 9395	Lantana Ave.-Witham Hill Drive Benton County	11/26/84
The Kaspac Corp. dba Kaspac Industries Contract No. 9544	Dalles, Monmouth-Independence Pavement Marking Project Polk County	11/28/84
Bracelin-Yeager Excavating & Trucking Contract No. 9662	Retz Creek Slide Curry County	11/28/84

Contractor and Contract No.	Section and County	Acceptance Date
Dennis Snyder, Contractor Contract No. 9598	Rainier Slide Columbia County	11/28/84
Hamilton Construction Contract No. 9291	Willamette R.(Marion St.) Br. Polk & Marion Counties	11/30/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$55,809,109.36	$103,871,516.57
Anticipated Costs	$53,945,018.52	$106,294,213.09
% Overrun (Underrun)	-3.3%	+ 2.3%

November 10, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 16, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Review of Management and Monitoring of Projects
Memo of February 16, 1983
HAM-OR/380.2
18 Projects

The following updated information is provided in regards to the subject matter to supplement information previously submitted on a project by project basis as follows:

M-1685(1) Chemawa Road - Claxter Road Section: The MWV COG FY 84 Tip shows construction of the bikeway under the subject project in fiscal year 1988. A request for an extension of the preliminary engineering phase is being submitted under separate action.

M-2470(1) Biddle Road - Genesee Street (Medford) Section: The RV COG FY 84 Tip shows construction of this project in fiscal year 1986. A request for an extension of the preliminary engineerng phase is being submitted under separate action.

M-5262(1) Front Street - Pacific Highway (Woodburn) Section: Right-of-way was authorized on this section on December 15, 1978. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required.

F-62(1) Pacific Highway - Brownsville Section: This preliminary engineering project is listed in the development section of the Six Year Highway Improvement Program on page 82. The project agreement was executed on December 5, 1980 and the five year limitation is due to expire on September 30, 1986. No further action is required at this time. However, we will have a bring-up on this project in August, 1986.

F-2-1(10) Nesika Beach - Wedderburn Section: There was no activity on this project and it has been withdrawn.

U-F-329(4) Foothills Blvd. - Redwood & Rogue Valley Highway (Grants Pass) Section: This project is listed in the development section of the Six Year Highway Improvement Program on page 83. The P.S.&E. phase of preliminary engineering was authorized on June 6, 1982 and we are of the opinion that the five year limitation will expire on September 30, 1987. No further action is required at this time.

I-205-7(82)297 Willamette Falls Safety Rest Area: The current Six Year Highway Improvement Program does not list construction in this rest area. The project agreement was executed on November 26, 1980 which makes the expiration date September 30, 1986. Only minor costs have been charged to date. Therefore, I propose to have the costs transferred to nonparticipating and submit a request for withdrawal of the project.

RF-F-124(25) Rogue River Bridge - Gold Beach Section: This project is listed in the Development Section of the Six Year Highway Improvement Program on page 83. The project requires the preparation of an Environmental Impact Statement and preliminary engineering has been authorized to obtain approval of an EIS. The project agreement was executed on November 3, 1975. However, since the P.S.&E. phase has not been authorized, we are of the opinion that the five year limitation is not in effect and that no further action is required at this time.

RF-F-HES-170(24) Adams - Athena Section: This project is in the Six Year Highway Improvement Program on page 44, item 427, for construction in FY 86. A request for an extension on this project is being submitted under separate action.

IX-47(7) Willamette River (Salem) Bridges: The construction of these bridges is contracted. Therefore, the five year limitation is no longer applicable. The landscaping of areas along the ramps were prepared to be contracted in the future. However, this work is not included in the Six Year Highway Improvement Program. Therefore, we will request the Accounting Section to submit a final voucher on the project.

IX-9659(2) Harmony Road - Clackamas Highway (Lake Road) Section: The final voucher on this project was submitted on July 24, 1984. Therefore, no further action is required.

SU-104(3) McKenzie Highway - Jasper Section: Construction in connection with this right-of-way project is not shown in the Six Year Highway Improvement Program. The project agreement was executed on June 6, 1975 and the 10 year limitation on right-of-way makes the expiration date September 30, 1985. We will either request an extension of time or withdraw the project in September 1985.

RS-B349(1) BNRR (Murphy Road) U'Xing Section: The proposed construction under this preliminary engineering project has proven too costly for Deschutes County. Therefore, work was halted upon completion of approximately 50% of the field work. The Accounting Section is being requested to submit a final voucher on the project.

BROS-3400(3) Christensen Creek (Robinson Road) Bridge Section: The final voucher on this project was submitted on February 9, 1984. Therefore, no further action is required.

SOS-2601(4) S.W. 9th Ave. - S.W. 8th Ave. (Portland) Section: This project was finaled in April 1983.

LSF-14(6) N. Fork Coquille River Falls Scenic Strip: This project was withdrawn in January 1983.

IX-9665(6) Oatfield Road @ Aldercrest Drive Section: This project included construction as well as preliminary engineering. The final voucher on the project was submitted on May 17, 1984.

IX-9721(1) S.E. King Road - S.E. Harmony Road (Price Fuller Road) Section: The final voucher on this project was submitted on March 30, 1984.

I realize that action needs to be taken towards a more timely project monitoring and to accomplish this, steps are being undertaken to have a machine program initiated for preliminary engineering projects with information necessary to setforth these projects approaching the five year expiration. This will allow for a timely submission of a request for extension of the project, withdrawal or final voucher, whichever is applicable.

CL:me
cc: R. Bothman
General Files

9-91

ROUGH DRAFT RESPONSE FOR SANDRA MCINTYRE'S CONSIDERATION

6-29-84

O.K.-WES
Ok HSE

Robert Harrington
14153 Hobart Road
Silverton, OR 97381

RE: Willamette River (Center Street) Bridge
Willamina - Salem Highway
Polk and Marion County
Contract No. 9541

Copy #954

In response to your letter of June 10, 1984, I am sorry you had difficulty when boating recently near the Center Street Bridge.

As you know, this is a construction area; and on the roads in such a situation, drivers are warned to slow down and proceed with caution. The same holds true for river traffic. As required by the U.S. Coast Guard, a 30 foot opening has been provided through the hazardous area. Unfortunately, during the recent high water, considerable drift accumulated against the steel piles driven to support a temporary work bridge, and this has further restricted the channel marked for boat traffic.

At this time the contractor is completing construction of the work bridge and removing the drift in the process. The work bridge is necessary so the contractor can set the steel girders for the new Center Street Bridge. When this work is done, the work bridge will be removed and the river bed restored to a condition similar to the surrounding area.

I anticipate the work bridge should be removed by the end of August. In the meantime please bear with the inconvenience and try to realize that the condition is only temporary.

Sincerely,

Sandra McIntyre

cc: Ross Bros. Construction, Inc.
Art Gottfried
File

To Pub Aff. 6-29

June 10,1984

To Vic Atieyh, Governor of Oregon,

Iam writing to you with regards, concerning the Marion Street Bridge that you are in the process of tearing down.

My two sons and I were down fishing from the boat today, and I just can not believe the mess you people are leaving the river in.

You have a fifteen foot wide channel for to boats to pass through, as the rest of the river is filled in with chunks of concrete, from the bridge. As we passed through the cannel we struck one of your steel beams that you have sticking up in the air, causing considerable damage to the boat.

It seems to me when you have all kinds of money to buy property on the river front, that you can't spend a little on river cleanup. You people talk about pollutting everything, you are the worst of all.

Sincerely,

Robert Harrington
14153 Hobart Rd.
Silverton, Or. 97381

Sandy—
Environmental problem — let's see if there's some way we can coordinate the State Agencies

P.S. The river patrol agreed with us on this matter.

1271

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette R. (Marion St.) Bridge		WEEK ENDING: 3/3/84
		SECTION PREFIX: 24-1052
HIGHWAY: Willamina - Salem		COUNTY: Marion
NAME OF JOB: Willamette R. (Marion St.) Bridge	KIND OF WORK: Grading, Paving, Structure, Signing, Illumination & Signals	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 9291	FEDERAL AID PROJECT NUMBER: F-IX-BRF-47(13)
DATE OF CONTRACT: 5/15/81	DATE WORK STARTED: 6/5/81	ESTIMATED COMPLETION DATE: (A) (B)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $8,992,111.50	SPECIFIED COMPLETION DATE: (A) 4/30/83 (B) 7/31/83	PERCENT OF TIME ELAPSED: (A) 100 (B) 100
EXCLUSIVE OF ENGINEERING: $8,352,672.46	ENGINEERING AUTHORIZATION: $639,439.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $8,149,396.05	ENGINEERING COST TO DATE: $666,441.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %	PERCENT OF AUTHORIZATION: 104 %	DATE PROJECT WAS COMPLETED: (A) 1/6/83 (B) 1/31/84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100		100	100			
			Aggr. Base GRADING	Membrane ~~XXXXXXX~~	MAINTENANCE MATERIALS	CTB ~~XXXXXXXXXX~~ ~~XXXXXX~~	Class "B" or "C" PAVING
MILES IN PROJECT			.57	.57		.57	.57
MILES PARTIALLY COMPLETED			.57	.57		.57	.57
MILES COMPLETED			.57	.57		.57	.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)			900 CY	16,300 SY		1,030 Tons	1,300 Tons
TOTAL QUANTITIES CORRECTED TO DATE			945 CY	15,476 SY		966 Tons	2,347 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			945 CY	15,476 SY		966 Tons	2,347 Tons
AVERAGE DAILY QUANTITIES			0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0		0	0
NUMBER OF SHIFTS PER DAY			0	0		0	0
HOURS PER SHIFT			0	0		0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7253B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Ptly Cldy Warm			
MONDAY 27	Cldy Showers			
TUESDAY 28	Ptly Cldy Warm			RF
WEDNESDAY 29	Cldy Showers			7
THURSDAY 1	Cldy Showers			
FRIDAY 2	Cldy Showers			
SATURDAY 3				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No Activity.
MONDAY 27	No Activity.
TUESDAY 28	No Activity.
29 WEDNESDAY	No Activity.
1 THURSDAY	No Activity.
FRIDAY 2	No Activity.
SATURDAY 3	No Activity.

REMARKS

Project complete. Semi-final submitted. Third notification submitted effective 3/2/84.

SIGNED Charles F. Hemenway LOCATION Salem

FOR Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9291

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

November 21, 1983

Oregon State Highway Division
Office of Commission Services
Transportation Building
Salem, Oregon 97310

Subject: Scott Wade Felker
Marion Street Bridge Project
OSHD Contract No. 9291
Hamilton Construction Co. Job No. 811
Subcontractor's Bond No. U.I. 51875

Gentlemen:

A Notice of Claim was submitted to Norma Paulus, Oregon Secretary of State, October 3, 1983, concerning the subject worker's employment on the Marion Street Bridge Project.

A withdrawal of Claim Notice, copy attached, was filed with Norma Paulus, November 14, 1983.

The issue is considered closed.

Very truly yours,

HAMILTON CONSTRUCTION CO.

James R. Sly
Project Manager

ED

JRS:jd

Enclosure

cc: John Widmer, Oregon State Highway Division
Eric Larsen, Attorney
Northwest Painting & Decorating, LTD
811 JX N.W. Painting

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MEMBER: ASSOCIATED GENERAL CONTRACTORS

#55

FILED
NOV 14 1983
NORMA PAULUS
SECRETARY OF STATE

WITHDRAWAL OF CLAIM

FILED
NOV 14 1983
NORMA PAULUS
SECRETARY OF STATE

TO: STATE OF OREGON
Secretary of State

Reference is hereby made to the Notice of Claim filed under the provisions of ORS 279.526 and ORS 652.355 on behalf of Scott Wade Felker notice of which claim is dated September 26, 1983. Notice is hereby given that Northwest Painting and Decorating, Inc. has compromised and settled said claim. Accordingly, the claim is herewith withdrawn.

DATED this 14th day of November, 1983.

Scott Wade Felker
SCOTT WADE FELKER

J. R. PERKINS, III
Lawyer
505 Court Street
The Dalles, OR 97058
(503) 296-1127

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WITHDRAWAL OF CLAIM

TO: HAMILTON CONSTRUCTION COMPANY

Reference is hereby made to the Notice of Claim filed under the provisions of ORS 279.526 and ORS 652.355 on behalf of Scott Wade Felker notice of which claim is dated September 26, 1983. Notice is hereby given that Northwest Painting and Decorating, Ltd. has compromised and settled said claim. Accordingly, the claim is herewith withdrawn.

DATED this 14th day of November, 1983.

Scott W Felker

SCOTT WADE FELKER

CE CAE FOE OCS SCS EEO
RECEIVED
NOV 14 1983
CONSTRUCTION SECTION
OM CA LS TC FR CP

J. R. PERKINS, III
Lawyer
505 Court Street
The Dalles, OR 97058
(503) 296-1127

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WITHDRAWAL OF CLAIM

TO: STATE OF OREGON
Secretary of State

Reference is hereby made to the Notice of Claim filed under the provisions of ORS 279.526 and ORS 652.355 on behalf of Scott Wade Felker notice of which claim is dated September 26, 1983. Notice is hereby given that Northwest Painting and Decorating, Ltd. has compromised and settled said claim. Accordingly, the claim is herewith withdrawn.

DATED this 14th day of November, 1983.

Scott W Felker
SCOTT WADE FELKER

CE CAE FOE QCS SCS EEO
RECEIVED
NOV 14 1983
CONSTRUCTION SECTION
OM CA LS TC FE CP

J. R. PERKINS, III
Lawyer
505 Court Street
The Dalles, OR 97058
(503) 296-1127

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 0[illegible]
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

August 29, 1983

Kay Turner

Northwest Painting & Decorating
P.O. Box 22301
Milwaukie, Oregon 97222
(503) 653-2718

NOTED
KAY TURNER

Attention: Jim Ferguson, President

Subject: Marion Street Bridge
OSHD Contract #9291
Hamilton Construction Co. Job #811
Scott Felker Claim for Overtime

Dear Jim:

The attached, "Claim on Contractor's Bond" is turned over to you for action in accordance with the terms of the subcontract.

This matter could be more serious than the dollar value of the claim in view of the overtime provisions in the contract.

The potential damages from this issue are such that we cannot process further payments until the issue is completely resolved.

Sincerely,

HAMILTON CONSTRUCTION CO.

James R. Sly
Project Manager

10-11-83 Jim Sly to the 2nd Call to have meeting to Resolve this labor problem so we may Work well x hor if No agreement Do Not process further payments.

JRS:jd

Enclosure

cc: Eric Larsen
811 JX NWP

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
AUG 25

NOTICE TO CONTRACTOR OF CLAIM ON BOND

To: Hamilton Construction Company
P. O. Box 659
Springfield, Oregon 97477

Notice is hereby given in accordance with ORS 279.526 that Scott Wade Felker, a former employee of Northwest Painting and Decorating, Ltd., has a claim against Hamilton Construction Company and Transamerica Insurance Company arising out of the performance of the contract of said Hamilton Construction Company with the State of Oregon, Department of Transportation on the Marion Street Bridge project.

A copy of the Notice of Claim to be filed is attached hereto.

J. R. PERKINS, III
Lawyer
505 Court Street
The Dalles, Oregon 97058
(503)296-1127

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: State of Oregon
Secretary of State

Notice is hereby given that the undersigned Scott Wade Felker has a claim for overtime labor performed for Northwest Painting and Decorating, Ltd. on the Marion Street Bridge project for 73.5 hours of overtime labor on the following dates: (See attached Exhibit A) and for damages for his discharge contrary to the provisions of ORS 652.355, in that his employer, Northwest Painting and Decorating, Ltd. discharged him from his employment because he had made a wage claim or discussed, inquired about or consulted with an attorney or an agency about a wage claim, all of which is contrary to said statute. The Damage Claim is in the amount of $2,400, representing wages claimant would have earned on the project had he not been discharged contrary to the provisions of ORS 652.355. Claimant asserts the claim of $546.84 which is the premium due for 73.5 overtime hours where the straight time rate is $14.88, and $2,400.00 on account of his discrimination claim against the bond taken from Hamilton Construction Company and Transamerica Insurance Company for the work of grading, paving, structure, signing, illumination and signals of the Willamette River (Marion Street) Bridge section Willamina-Salem Highway in Marion and Polk Counties.

Dated this _____ day of May, 1983.

SCOTT WADE FELKER

J. R. PERKINS, III
Lawyer
505 Court Street
The Dalles, Oregon 97058
(503)296-1127

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OVERTIME WORKED

Week Ending	Monday	Tuesday	Wednesday	Thursday	Friday	TOTAL
8-06-82	2.0	2.0	2.0	2.0		8.0
8-13-82		4.0		5.0		9.0
8-20-82	5.0	2.0	2.0	2.0		11.0
8-27-82	2.0	2.0	2.0	2.0		8.0
9-03-82	2.0	2.0	2.0	2.0		8.0
9-10-82				3.0		3.0
9-17-82	2.0	2.0	2.0	2.0		8.0
9-24-82		1.0	2.0	2.0		5.0
10-01-82	0.5		2.5	1.0		4.0
10-08-82	0.5	1.5	1.5			3.5
10-29-82			2.0			2.0
11-05-82		1.5	1.0	0.5		3.0
11-12-82		1.0				1.0
GRAND TOTAL						73.5

EXHIBIT A

NOTICE OF CLAIM

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9291

November 17, 1983

CON

Hamilton Construction Co.
P. O. Box 659
Springfield, Oregon 97477-0121

Time Extension Request
Willamette River (Marion St.) Bridge
Contract No. 9291
FAP No. F-IX-BRF-47(13)

Your request for additional contract time in which to complete phase "b" of the above project has been carefully reviewed. A contract time adjustment of an additional 26 calendar days in which to complete phase "b" is granted due to the expansion joint repair work done as extra work.

The adjusted contract time of completion of phase "b" is August 26.

Should you wish to submit additional data in respect to contract time on this project, please contact Project Manager Art Gottfried.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Art Gottfried w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: D. O. Christensen
ACTING CONSTRUCTION ENGINEER

DATE: September 30, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Marion Street Bridge
Willamina-Salem Highway
Contract No. 9291

Hamilton Construction Company, by the attached formal August 31, 1983, request, asked that the overall completion date be extended from the specified July 31, 1983, date to September 1, 1983. The formal request includes the consent of their surety. They based their request on the cold and wet weather encountered in June and July, preventing the scheduling and performance of asphalt patching around bridge joints. In addition, traffic control to do the work was hampered by existing traffic control that was part of the Center Street Bridge construction.

This office agrees that there was cold and wet weather in June and July, and traffic control on the Center Street Bridge construction does effect the overall completion of the Marion Street Bridge Project. However, neither item justifies the requested extension. See the attached September 26, 1983, transmittal and analysis from Assistant Project Manager Charles Hemenway, in which he recommends denial of the request.

There are other valid reasons upon which the extension could be granted. The contractor should submit these. In the interim, it is recommended that an extension for the period of time requested be granted. It should be upon the basis that approximately 50 percent of the bridge joints mentioned are being done under extra work which is a basis for a time extension. Therefore, this office recommends an extension to September 1, 1983.

Actually, these joints have still not been properly repaired and time continues to be charged. We do not have the schedule from the contractor for making these repairs. But we are meeting for a semi-final inspection Friday, September 30, at 1:30 P.M.

cc: Art Gottfried

GWW/cal

11-14-83
W. E. Schwartz -
I concur with Region and recommend a 26 C.D. time extension due to performance of extra work on expansion joints. Contract time stopped on 8-26-83.

CE CAE FOE OCS SCS ESO
RECEIVED
OCT 3 1983
CONSTRUCTION SECTION
OM CA LS TC FE CP

81-1125-1387

9211

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

Art Gottfried, P. O. Box 14030, Salem, OR. 97310

In Reply Refer to
File No.:

November 10, 1983

Hamilton Construction Co.
P. O. Box 659
Springfield, OR. 97477

Re: Marion Street Bridge
Polk & Marion Counties
Contract No. 9291
F. A. No. F-IX-BRF-47(13)

ATT: Jim Sly;

As you are aware the Second Notification was issued for this project August 26, 1983. At that time the repair work on the joints had been completed and we felt we were ready for the Semi-Final Inspection as you requested. It soon became evident that the ride over the joints was unsatisfactory. It was decided to go ahead with the inspection as the solution to this problem was not readily available. Since that time there have been several meetings and we have been working on the extent and solution of the problem. We plan to have some information indicating what is to be done in the mail to you by the first of next week.

Due to the above delay in direction, please consider the Second Notification Rescinded. Also, this is a Stop Work Order as of August 26, 1983. When it has been determined what is to be done, and you have been given a reasonable time to mobilize, the stop work order will be lifted. When all project work is complete, the Second Notification will be reissued.

Very truly yours

Art Gottfried
Project Manager

RECEIVED
NOV 14 1983
CONSTRUCTION SECTION

CFH: ddb

cc: Region Construction Engineer
Construction Engineer
Files

Xc: Cont. Mgts.
Evan Worrell

9291

3

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-IX-BRF-47(13)
Willamette River (Marion St) Bridge
Salem, Oregon
(SFO #13)

Date: October 4, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed the subject May 6, 1983 request for approval for Force work. Based on a review of the available information, these charges appear to be for construction-related management/liaison activities and are therefore not considered eligible for Federal participation.

The subject order is being returned without approval.

for D. K. Hassmer
Dale E. Wilken

Attachment:
Ltr w/att, 5-6-83

RECEIVED
STATE HWY ENGR
OCT 5 '83
REFER TO
Orig to Christianson 10/6
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

ORDER FOR FORCE WORK

ORDER No. 13

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY: City of Salem (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9291

PROJECT NAME Willamette River (Marion Street) Bridge DATE April 22, 1983

HIGHWAY Willamina - Salem FAP No. F-IX-BRF-47(13)

COUNTY Marion & Polk PREFIX 24-1052 FUNCTION 282-13

DESCRIPTION OF WORK TO BE DONE:

Liaison engineering costs by City of Salem on behalf of Marion Street Bridge project.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Labor and equipment $1,500

EXPLANATION:

Per construction-finance agreement 6761, the City shall be reimbursed 100% of actual costs incurred on behalf of the Marion Street Bridge project.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 8,992,111.50

Present estimate of costs including work under this Force Order . . . . . $ 8,992,111.50

Estimated Overrun Underrun Amount . . . . . $ 0

Estimated Overrun Underrun Percent 0

SUBMITTED BY: Art Gottfried

TITLE: Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____ Region Engineer

APPROVED: _____ Construction ~~or Traffic~~ Engineer

4/28/83

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

SP*70890-734

ORDER FOR FORCE WORK

ORDER No. 13

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Salem (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9291

PROJECT NAME Willamette River (Marion Street) Bridge DATE April 22, 1983

HIGHWAY Willamina - Salem FAP No. F-IX-BRF-47(13)

COUNTY Marion & Polk PREFIX 24-1052 FUNCTION 282-13

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Throughout project.

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CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 8,992,111.50

Present estimate of costs including work under this Force Order . . . . . $ 8,992,111.50

Estimated Overrun / Underrun Amount . . . . . $ 0

Estimated Overrun / Underrun Percent 0

SUBMITTED BY: Art Gottfried

TITLE: Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____ Region Engineer

APPROVED: _____ Construction ~~or Traffic~~ Engineer

4/28/83

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

SP*70890-734

RECEIVED
FORM 81-744-3030
PLE
RE RCE RME RTE TOE
DCE GSO FSO ERN TPE

J. Valentine

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 26, 1983

Salem, OR 97310

FILE: CON 5
24-1052

FROM: Art Gottfried
for Project Manager

TO: Gerald Wimer
Region Construction Engineer

SUBJECT: Willamette R. (Marion St.) Br.
Willamina - Salem Hwy.
Marion & Polk County
Contract 9291

Order for Force Work No. 13

Attached for your approval and forwarding is Order for Force Work No. 13 for the subject project.

This order is to reimburse the City of Salem for actual costs incurred in engineering liaison work on behalf of the Marion Street Bridge project, in accordance with construction finance agreement No. 5751, signed March 10th, 1980.

cc: C. T. Keasey w/original order and attachments described above.
Approval is recommended.
Remarks _____

A Wimer
REGION II CONSTRUCTION ENGINEER

ct
cc: File

8-1-82
plan
J. Valentine to send in
more info -

CE 13 RECEIVED
CAE
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APR 23 1983
CONSTRUCTION SECTION
OPL
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7

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

April 4, 1983

Art Gottfried, Project Manager
Oregon State Highway Division, Region 2
P.O. Box 14030
Salem, OR 97310

RE: Marion Street and Center Street
Bridges - Willamette River W.O. #770319
Construction-Finance Agreement #6761
Contracts 9291 and 9541

Dear Mr. Gottfried:

The City signed the construction-finance agreement for the Marion Street and Center Street bridge project on March 10, 1980. The agreement specifies that the State will reimburse the City for federal aid participating project costs.

Between August 1, 1982 and February 28, 1983, the City has accumulated $1,076.57 in liaison engineering costs related to these projects. We anticipate an additional $2,000 to $3,000 of liaison engineering costs between now and the completion of the Center Street bridge contract.

Please provide us with a copy of the State force order to OSHD contract 9291 and/or contract 9541, or other appropriate documents, so that we can show the proper State Highway accounting codes on our billings.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh

cc: Ralph Lambert, Project Engineer
Jerry Mattson, Cost Accounting Supervisor

RECEIVED
APR 07 1983
OFFICE OF
RESIDENT ENGINEER

CE CAE FOE OCS SCS EEO
RECEIVED
APR 29 1983
CONSTRUCTION SECTION
OM CA LS TC FE CP

Approved: E. S. Hunter
MCH:pf
11/3/80

RECEIVED
APR 16 1981
OFFICE OF
RESIDENT ENGINEER

Misc. Contracts & Agreements
No. 6761

CONSTRUCTION-FINANCE AGREEMENT
INTERSTATE TRANSFER PROJECT

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; MARION COUNTY, a political subdivision of the State of Oregon, acting by and through its Board of County Commissioners, hereinafter referred to as "County"; and the CITY OF SALEM, a municipal corporation within the State of Oregon, acting by and through its City Officials, hereinafter referred to as "City".

W I T N E S S E T H

RECITALS

1. The Willamina-Salem Highway, State Primary Highway No. 30, is a state highway under the jurisdiction and control of the Oregon Transportation Commission, and Front Street is a part of the Federal Aid Urban System network under the jurisdiction and control of the City of Salem.

2. By the authority granted in ORS 366.770 and 366.775, State, County and City may enter into agreements for the construction, reconstruction, improvement or repair of any street, highway, road or bridge upon such terms and conditions as are mutually agreeable to the contracting parties. Under said authority, State, County and City plan and propose to construct the Marion Street and Center Street Bridges (Salem) Section, hereinafter referred to as "project". The location of said project is approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof. Said project shall be financed with Interstate Transfer (e)(4) and Highway Bridge Replacement Funds with the required local matching funds to be provided by State, County and City.

3. By the authority granted in ORS 366.425, as amended by Chapter 365, Oregon Laws, 1979, any county or city may deposit monies or an irrevocable letter of credit, with the Department of Transportation for performance of work upon any public highway within the State. When any money or a letter of credit is deposited, the state shall proceed with the project. Money so deposited shall be disbursed for the purpose for which it was deposited.

4. It is proposed that the project will consist of all work required to provide four travel lanes on the Marion Street Bridge, replace the Center Street Bridge with a four-lane structure, pedestrian-bicycle paths, on-off ramps between both bridges and Front Street and a pedestrian overcrossing of Front Street. The State will perform the right-of-way acquisition functions

and all construction engineering as a federal aid participating part of the project. Local matching funds will be provided on the basis of $35,000 by Marion County, $437,000 by the City of Salem and the remainder by State.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

STATE OBLIGATIONS

1. State shall submit a program to the Federal Highway Administration with a request for approval of federal aid participation in all engineering, right-of-way acquisition, eligible utility relocations and construction work for the project. No work shall proceed until said approval has been obtained. Said program shall include services to be provided by State, County and City. State shall notify County and City in writing when authorized to proceed with each phase of the work,

2. State shall obtain the necessary right-of-way, easements and permits, prepare the contract documents, advertise for bid proposals, award all contracts, furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of the contract and, upon completion of construction, thereafter perform all necessary maintenance operations for that portion of the project related to the state highway system.

3. State shall arrange conferences with County and City during construction of the project to review the work in progress and assure conformance with the project request. As a minimum, a pre-construction conference will be convened, prior to proceeding with any work, with representatives of State, County, City and the contractor in attendance and at any time alternates are to be considered. State shall submit plans and estimates for County and City review and approval prior to advertisement for contract bid proposals.

4. State shall, upon receipt of approved monthly itemized statements for 100 percent of actual costs incurred by County or City on behalf of the project to date, promptly reimburse County or City for the full amount of federal aid participation in said costs.

5. State shall, in the first instance, pay all costs of the project, submit all claims for federal aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and, when the actual total cost of the project has been computed, shall furnish County and City with an itemized statement of said costs.

COUNTY OBLIGATIONS

1. County shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance with Federal statutes, regulations and the Oregon Action Plan.

2. County shall, on a monthly basis, present properly certified bills for 100 percent of actual costs incurred by County on behalf of the project directly to the State Resident Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as

to be easily verified. County shall be reimbursed for the full amount of federal aid participation in said eligible costs. County's actual costs, direct and indirect, shall be those allowable under the provisions of Federal Management Circular 74-4 and OMB Circular A-102, Attachments G and P.

3. County shall, prior to advertisement for contract bid proposals, forward to State an advance deposit, or irrevocable letter of credit, in the amount of $35,000, said amount being equal to the agreed maximum share of local matching funds to be provided by County.

4. County shall enter into and execute this agreement during a duly authorized session of its Board of County Commissioners.

CITY OBLIGATIONS

1. City shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance to Federal statutes, regulations and the Oregon Action Plan.

2. City shall, prior to advertisement for contract bid proposals, forward to State an advance deposit, or irrevocable letter of credit, in the amount of $437,000, said amount being equal to the agreed maximum share of local matching funds to be provided by City.

3. City shall, on a monthly basis, present properly certified bills for 100 percent of actual costs incurred by City on behalf of the project directly to the State Liaison Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. City shall be reimbursed for the full amount of federal aid participation in said eligible costs. City's actual costs, direct and indirect, shall be those allowable under the provisions of Federal Management Circular 74-4 and OMB Circular A-102, Attachments G and P.

4. City shall relocate or cause to be relocated, all utility conduits, lines, poles, mains, pipes and such other facilities where said relocation is necessary in order to conform said utilities or facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for federal aid participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4, shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

5. City shall, five weeks prior to the opening of bid proposals, furnish State with an estimate, based on the plans for the project, of the cost of eligible reimbursable utility relocation work so the work can be properly coordinated into the project and receive proper authorization.

6. Upon completion of the project, City shall not unduly hinder the flow of traffic upon the project granting preference to traffic entering from other intersecting roads or streets.

7. City shall, upon completion of the project, control all parking within the limits of the project. Any alterations in regard to traffic control measures shall have concurrence of State.

8. Upon completion of construction, City shall thereafter, at its own cost and expense, maintain and operate any portion of the project lying outside State Highway jurisdiction in a manner satisfactory to State and/or the Federal Highway Administration.

9. City agrees that should it cancel or terminate the project prior to its completion, it will reimburse State for any costs that have been incurred by State or County on behalf of the project.

10. City shall close those alleys shown on the sketch map attached hereto, marked "Exhibit B", and by this reference made a part hereof.

11. City shall adopt a resolution authorizing its designated City Officials to enter into and execute this agreement, and the same shall be attached hereto and become a part hereof.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that State, County and City shall jointly contribute 100 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Highway Administration. Marion County shall contribute a maximum amount of $35,000 toward the cost of the project. The City of Salem shall contribute a maximum amount of $437,000 toward the cost of the project. All additional local matching funds shall be contributed by the State of Oregon.

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; and the Oregon Action Plan.

3. Provisions of State and Federal law applicable to public contracts and agreements of this type are hereby incorporated by reference as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City has acted in this matter pursuant to Resolution No. 81-29, adopted by its City Council on the 9th day of March, 19 81.

Funding arrangements for this project were approved by the Oregon Transportation Commission on October 21, 1980.

This project was approved by the Oregon Transportation Commission on July 18, 1978, at which time the State Highway Engineer was authorized and directed to sign the necessary agreements for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

/s/
Region Engineer

APPROVED AS TO FORM

/s/
County Counsel

/s/
City Attorney

STATE OF OREGON, by and through its Department of Transportation, Highway Division

By /s/ H. S. Coulter
State Highway Engineer

Date 4-7-81

MARION COUNTY, by and through its Board of County Commissioners

By /s/
Chairman

By /s/
Commissioner

By /s/
Commissioner

CITY OF SALEM, by and through its City Officials

By /s/
Mayor

By /s/
City Recorder

9291

HIGHWAY DIVISION AGR

H. S. Coulter
State Highway Engineer

April 1, 1983

Robert H. Bothman
Assistant State Highway Engineer

Landscape Agreement
Marion & Center Street Bridges
Willamina-Salem Highway
City of Salem

copy
#9341

Attached for your signature of approval are three properly executed copies of a letter-form supplemental agreement covering planting, maintenance and irrigation of Landscaped areas adjacent to the Marion and Center Street Bridge Ramps. This project was approved by the Oregon Transportation Commission on July 18, 1978.

I recommend approval.

HCH:pf
Attachment

cc: Phil Stearns, Region 2

9291

March 14, 1983

La Grand Industrial Supply Co.
P.O. Box 8053
Portland, Oregon 97207

CON 5
9291

Attention: Louis LaGrand

Gentlemen:

Thank you for your Satisfaction of Claim dated March 7, 1983, stating that you have been paid $2,952.

This was in connection with a claim filed for materials furnished to Northwest Painting Company, subcontractor, on Contract No. 9291 with Hamilton Construction Co. (Oregon) for work on the Willamette River (Marion Street) Bridge in Polk and Marion County.

This information will be noted in our records and we will advise the surety, agent and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive St.
Los Angeles, CA 90015

Hansen and Rowland Inc.
1311 NW 21st Avenue
Portland, OR 97209

NOTED
3-15-83

fkn:ah

SATISFACTION OF CLAIM

TO: State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Hamilton Construction Co.
Post Office Box 659
Springfield, Oregon 97477

This is notice that the $2,952.00 claim made by LaGrand Industrial Supply Co. for sandblasting abrasive materials and pallets furnished Northwest Painting Co., a subcontractor of Hamilton Construction Co., has been paid and satisfied in full. The LaGrand Industrial Supply Co. bond claim dated December 17, 1982 made against the bond taken from Hamilton Construction Co. and its surety, Transamerica Insurance Company, for construction, reconstruction, or maintenance work being performed on the west end of the Marion Street Bridge in Salem, Oregon, is therefore satisfied and paid in full.

DATED March 7, 1983.

LaGRAND INDUSTRIAL SUPPLY CO.

By Louis LaGrand
Louis LaGrand

RECEIVED
MAR 8 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746 2426

March 2, 1983

Brown & Hansen
Attorneys at Law
Suite 1040
111 S.W. Columbia Street
Portland, Oregon 97201

Attn: Fred B. Miller

Ref: Marion Street Bridge
OSHD Contract No. 9291
Hamilton Construction Job No. 811

Gentlemen:

Your office forwarded a notice of claim to the state of Oregon Department of Transporation in the name of LaGrand Industrial Supply Co. on December 20, 1982 against our bond for the Marion Street Project.

Subsquent conversations between Northwest Painting and myself and LaGrand Industrial Supply and myself resulted in our issueing a joint check payable to Northwest Painting and LaGrand Industrial Supply in the amount of $2,680.00 as payment in full for LaGrand's claim. That check dated January 14, 1983, has been processed and returned with Northwest Paintings endorsement and Louis LaGrand's endorsement.

We request that you remove the claim from the project, with promptness resembling the promptness of your original actions.

Sincerely,

HAMILTON CONSTRUCTION CO.

James R. Sly

File 811 JX Northwest Painting

cc Northwest Painting
Hansen & Rowland Inc.
Robert W. Gormsen-Commission Services

RECEIVED
MAR 3 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9291 CL 83-10

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 21 1983
NORMA PAULUS
SECRETARY OF STATE

January 20, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9291

Brown & Hansen
Attorneys at Law
Suite 1040
111 S.W. Columbia Street
Portland, OR 97201

Attention: Fred B. Miller

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This will acknowledge your letter of December 20 with attached Notice of Claim from LaGrand Industrial Supply Company concerning the following Highway Division contract:

FILED BY:	LaGrand Industrial Supply Co.
AMOUNT:	$2,952.00
FOR:	Materials
AGAINST (Prime contractor)	Hamilton Construction Co. (Oregon)
SUBCONTRACTOR:	Northwest Painting Company
CONTRACT NO.:	9291
PROJECT:	Work on Willamette River (Marion Street) Bridge, Willamina-Salem Highway in Polk and Marion Counties
SURETY:	Transamerica Insurance Co.
AGENT:	Hansen and Rowland, Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

1-27-83 dc

It is our policy not to make payments directly to claimants or their attorneys. Under Oregon law, this filing will protect your claim under the bond. You may wish to contact the surety directly.

Please advise this office when your client's claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

9291

BROWN & HANSEN
ATTORNEYS AT LAW
SUITE 1040, 111 S. W. COLUMBIA STREET
PORTLAND, OREGON 97201
AREA CODE 503-228-4331

GARTHE BROWN
LEE A. HANSEN
LAWRENCE C. WEST
FRED B. MILLER
DALE F. EVANS
JOHN E. McCORMICK

December 20, 1982

CERTIFIED MAIL-RETURN
RECEIPT REQUESTED

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Gentlemen:

The enclosed Notice of Claim is presented for filing on behalf of LaGrand Industrial Supply Co., respecting materials it furnished to Northwest Painting Co., a subcontractor of Hamilton Construction Co. in connection with work on the west end of the Marion Street Bridge in Salem, Oregon under Contract No. 9291 granted by the Department of Transportation. We ask that payment of this claim be promptly forward to my attention.

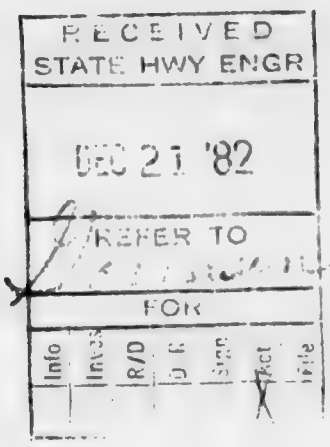
Very truly yours,

BROWN & HANSEN

Fred B. Miller

FBM:lb
Enclosure
cc: Hamilton Construction Co.
Post Office Box 650
Springfield, Oregon 97477
(copy of Notice of Claim enclosed)

cc: LaGrand Industrial Supply Co.



9291

NOTICE OF CLAIM

TO: State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Hamilton Construction Co.
Post Office Box 659
Springfield, Oregon 97477

Notice hereby is given that the undersigned, LaGrand Industrial Supply Co., has a claim for sandblasting abrasive materials and pallets furnished by LaGrand Industrial Supply Co. in the sum of $2,952.00 against the bond taken from Hamilton Construction Co. and its surety, Transamerica Insurance Company for construction, reconstruction, or maintenance work being performed on the west end of the Marion Street Bridge in Salem, Oregon. The subcontractor to which said materials were furnished is Northwest Painting Co.

DATED December 17, 1982.

LaGRAND INDUSTRIAL SUPPLY CO.

By Louis Ta Grand

9291

B

December 9, 1982

Brown & Hansen
Attorneys at Law
Suite 1040
111 S.W. Columbia Street
Portland, OR 97201

CON 5
#9291

Attention: Fred B. Miller

Gentlemen:

This is in response to your letter of December 3 concerning work done by Hamilton Construction Company on the west end of the Marion Street Bridge in Salem.

Hamilton Construction Company (Oregon) was awarded Contract No. 9291 for work on the Willamette River (Marion Street) Bridge of the Willamina-Salem Highway in Polk and Marion Counties. Attached is a copy of the labor and materials performance bond which is a part of the contract.

The contract has not been completed or accepted. All work under the contract is to be completed not later than July 31, 1983.

If we can be of any further help, please advise.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

BROWN & HANSEN
ATTORNEYS AT LAW
SUITE 1040, 111 S. W. COLUMBIA STREET
PORTLAND, OREGON 97201
AREA CODE 503-228-4331

GARTHE BROWN
LEE A. HANSEN
LAWRENCE C. WEST
FRED B. MILLER
DALE F. EVANS
JOHN E. McCORMICK

December 3, 1982

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

A client of ours furnished materials in July and August of this year to Hamilton Construction Co. in connection with work done on the west end of the Marion Street Bridge at Salem. Please advise us the name and address of the primary contractor, the contract number and furnish us with a copy of the labor and material payment bond. Please also advise when the completed project was accepted, if that has occurred.

Very truly yours,

BROWN & HANSEN

Fred B. Miller

FBM:lb

RECEIVED
DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9291

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-BRF-47(13)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80363
2A. COUNTY NAME: Marion
6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon
7. DATE AUTHORIZATION EFFECTIVE: 8/17/82
8. FEDERAL ROUTE NUMBER: Primary 47
9. STATE ROUTE NUMBER: Primary 30
10. GENERAL LOCATION:
Willamette River (Marion St.) Bridge Section
11. GENERAL DESCRIPTION OF WORK
Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 8/24/82 this will confirm the advance approval date of 8/17/82 to proceed with the actual adjustments to the City of Salem's fire hydrants on an actual cost basis estimated to be $2,056 Federal Funds $1,747.60.

I approve the agreement with the City of Salem.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

Org 9-1

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE: 8/30/82
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9241

NOTED
E. S. HUNTER

ROW 18-4

August 24, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Fire Hydrant Relocation
City of Salem
Willamette River (Marion St.) Bridge Section
Willamina-Salem Highway
Marion County
Project No. IX-BRF-47(13)

RECEIVED
TECHNICAL SERVICES
AUG 27 '82
REFER TO
FOR
Info | Invest | R/D | G/R | Staff | Agt | File

Here is a copy of an estimate of cost to adjust the City of Salem's fire hydrants dated August 13, 1982, and a sketch showing their location.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 17, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,056.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright

9291

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-IX-BRF-47(13)
Willamette River (Marion St.) Bridge Section
Federal Participation Eligiblity Date
Temporary Service to Illumintion

Date: August 20, 1982

Reply to Attn. of: HFO.2-OR

From: Division Administrator

NOTED
H. S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Swan's July 26, 1982 letter on the subject project requested and adjustment of the authorization date for the subject work to July 29, 1981 due to some of the work involved in the service relocation being accomplished prior to the August 14, 1981 authorization date.

It was stated that the Utility (Salem Electric) was not aware that an authorization date was required prior to commencing work and that the time discrepancy was not discovered until the final billing was audited by the Highway Accounting Section. It would appear that some serious deficiencies exist in the utility relocation process. We recommend that action be taken to minimize the occurrence of such errors on future projects.

An adjustment of the August 14, 1981 authorization date is not approved.

G. K. Hamm
for Dale E. Wilken

cc:
OSHD (D E Swan)
OSHD (J Cartwright)

RECEIVED
STATE HWY ENGR
AUG 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9271

ROW 18-4

July 26, 1982

RECEIVED
TECHNICAL SERVICES
JUL 27 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ael | File
NOTED
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Federal Participation Eligibility Date
Temporary Service to Illumination
Salem Electric
Willamette River (Marion St.) Bridge Sec.
Willamina-Salem Highway
Marion County
Project No. F-IX-BRF-47(13)

Reference is made to C.T. Keasey's letter of August 25, 1981 which submitted an Order for Force Work and estimate of cost covering Salem Electric's installation of a temporary power service to the Marion Street Bridge illumination and to your Letter of Approval and/or Authorization (PR-1240) dated September 2, 1981 which approved the service installation. A copy of Mr. Keasey's letter and your PR-1240 are attached.

The relocation of the electric service has been completed and a final billing received. The estimated cost for the work was $2,791.51. The final cost of the work is $1,969.67 which is well under the estimated cost. The final billing was audited by our Highway Accounting section. The audit disclosed that some of the work involved in the service relocation was accomplished prior to the authorization date of August 14, 1981.

Salem Electric was not aware that an authorization date was required prior to commencing work. They proceeded with their work in good faith to provide a timely relocation of the power service. Salem Electric actually began work on July 29, 1981.

An adjustment of the Authorization Date to July 29, 1981 to allow Federal participation in all of the relocation costs is requested.

JMC/DES/llr
cc: E. S. Hunter
C. T. Keasey
J. M. Cartwright
Don Bedford
Rich Evans

9291

July 1, 1982

Stunz, Fonda, Pratt & Nichols
P. O. Box 1565
Nyssa, OR 97913

CON 5
#9291

Attention: G. Stunz

Gentlemen:

Thank you for a copy of your letter dated June 26, 1982, advising that the claim filed by you on behalf of Concrete Products, Inc., for labor and materials against Reese's Minority Construction and Supply has been satisfied.

This was in connection with the Hamilton Construction Co. (Oregon) Contract No. 9291 for work on the Willamette River (Marion Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

This information will be noted in our records and we will advise the surety, agent and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

NOTED ON CARD
2/1/84

STUNZ, FONDA & PRATT
ATTORNEYS AT LAW

HAROLD HENIGSON (1947-1978)
GENE STUNZ
STEPHEN B. FONDA
J. BURDETTE PRATT
WILLIAM F. NICHOLS

106 MAIN STREET
P. O. BOX 1565
NYSSA, OREGON 97913
(503) 372-2268

June 26, 1982

Mr. Fred B. Klaboe, Director
Oregon State Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Trans-America Insurance Co.
700 N.E. Multnomah
Portland, Oregon 97232

Trans-America Insurance Co.
1150 South Olive Street
Los Angeles, California 90015

Hansen & Rowland
1311 N.W. 21st Avenue
Portland, Oregon 97209

Secretary of State
State Capitol
Salem, Oregon 97310

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

Reese's Minority Construction & Supply
3904 N.E. Union Avenue
Portland, Oregon 97212

RECEIVED
STATE HWY ENGR
JUN 28 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
JUN 28 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Gentlemen:

Please be advised that the Notice of Claim filed with you by Concrete Products, Inc., a Washington corporation, arising out of the supplying of labor and materials by Concrete Products to Reese's Minority Construction & Supply on the Willamette River (Marion Street) Bridge job, Oregon State Highway Division Contract No. 9291, has been satisfied.

Very truly yours,

Gene Stunz

GS:ro

cc: Concrete Products, Inc.

RECEIVED
JUN 30 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JUN 29 1982
LEGAL

9291

CL 82-102

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1982

RECEIVED
JUL 02 1982
NORMA PAULUS

IN REPLY REFER TO
FILE NO.

Stunz, Fonda, Pratt & Nichols
P. O. Box 1565
Nyssa, OR 97913

CON 5
#9291

Attention: G. Stunz

FILED
JUL 02 1982
NORMA PAULUS

Gentlemen:

This will acknowledge a copy of a Notice of Claim dated June 5, 1982, on behalf of Concrete Products, Inc., stating they have a claim for labor and materials against Reese's Minority Construction and Supply in the amount of $11,123.52 plus interest.

The claim states this is in reference to the Hamilton Construction Co. (Oregon) Contract No. 9291 for work on the Willamette River (Marion Street) Bridge in Polk and Marion Counties.

As you know, Transamerica Insurance Company furnished the bond on this contract through Hansen and Rowland, Inc. of Oregon. We note that you have filed a copy of this claim with them and with the Secretary of State.

Please advise this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

7/16/82 JS

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

bc: Secretary of State - We note that the attached claim was filed directly with you by the attorney. Please advise of your filing number and date on the attached copy of this letter.

NOTICE OF CLAIM

To: Mr. Fred B. Klaboe, Director
Oregon State Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Trans-America Insurance Co.
700 N.E. Multnomah
Portland, Oregon 97232

Trans-America Insurance Co.
1150 South Olive Street
Los Angeles, California 90015

Hansen & Rowland
1311 N.W. 21st Avenue
Portland, Oregon 97209

Secretary of State
State Capitol
Salem, Oregon 97310

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

Reese's Minority Construction & Supply
3904 N.E. Union Avenue
Portland, Oregon 97212

RECEIVED
DOT DIRECTOR
JUN 8 '82
REFER TO
Sollis
FOR

You, and each of you, are hereby given notice that the undersigned, Concrete Products, Inc., a Washington corporation, has a claim for precast concrete median barriers manufactured and delivered, and for the labor and materials performed and furnished in connection therewith, to Reese's Minority Construction & Supply, for the Willamette River (Marion Street) Bridge job, Oregon State Highway Division Contract No. 9291, the total value of which is $66,871.15, upon which there is an unpaid balance due and owing of $11,123.52, plus interest thereon at the rate of 9% per annum from March 6, 1982. The prime contractor of the said job is Hamilton Construction Co., the subcontractor is Reese's Minority Construction & Supply, the prime contractor's surety is Trans-America

STUNZ, FONDA,
PRATT & NICHOLS

To: Mr. Fred B. Klaboe, Director
Oregon State Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Trans-America Insurance Co.
700 N.E. Multnomah
Portland, Oregon 97232

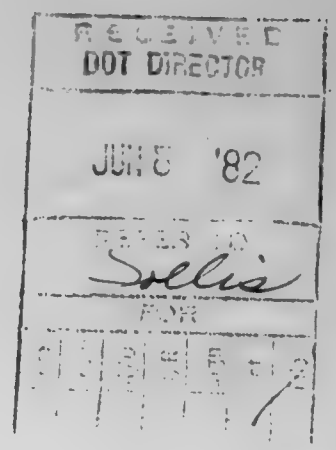
Trans-America Insurance Co.
1150 South Olive Street
Los Angeles, California 90015

Hansen & Rowland
1311 N.W. 21st Avenue
Portland, Oregon 97209

Secretary of State
State Capitol
Salem, Oregon 97310

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

Reese's Minority Construction & Supply
3904 N.E. Union Avenue
Portland, Oregon 97212



You, and each of you, are hereby given notice that the undersigned, Concrete Products, Inc., a Washington corporation, has a claim for precast concrete median barriers manufactured and delivered, and for the labor and materials performed and furnished in connection therewith, to Reese's Minority Construction & Supply, for the Willamette River (Marion Street) Bridge job, Oregon State Highway Division Contract No. 9291, the total value of which is $66,871.15, upon which there is an unpaid balance due and owing of $11,123.52, plus interest thereon at the rate of 9% per annum from March 6, 1982. The prime contractor of the said job is Hamilton Construction Co., the subcontractor is Reese's Minority Construction & Supply, the prime contractor's surety is Trans-America

STUNZ, FONDA,
PRATT & NICHOLS
ATTORNEYS AT LAW
106 MAIN STREET
P. O. BOX 1565
NYSSA, OREGON 97913
(503) 372-2268

Insurance Co., and the agent of the surety is Hansen & Rowland. This claim is against the bond provided by the said Hamilton Construction Co. and its surety, Trans America Insurance Co., and the total amount claimed against the said bond is $11,123.52, plus interest.

Dated June 5, 1982.

CONCRETE PRODUCTS, INC.

By: Eric Stunz
Its attorney.

STUNZ, FONDA,
PRATT & NICHOLS
ATTORNEYS AT LAW
106 MAIN STREET

This claim is against the bond provided by the said Hamilton Construction Co. and its surety, Trans America Insurance Co., and the total amount claimed against the said bond is $11,123.52, plus interest.

Dated June 5, 1982.

CONCRETE PRODUCTS, INC.

By: _____
Its attorney.

STUNZ, FONDA,
PRATT & NICHOLS
ATTORNEYS AT LAW
106 MAIN STREET
P. O. BOX 1565
NYSSA, OREGON 97913
(503) 372-2268

9291

L

STUNZ, FONDA & PRATT
ATTORNEYS AT LAW

HAROLD HENIGSON (1947-1978)
GENE STUNZ
STEPHEN B. FONDA
J. BURDETTE PRATT
WILLIAM F. NICHOLS

106 MAIN STREET
P. O. BOX 1565
NYSSA, OREGON 97913
(503) 372-2265

June 26, 1982

Mr. Fred B. Klaboe, Director
Oregon State Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Trans-America Insurance Co.
700 N.E. Multnomah
Portland, Oregon 97232

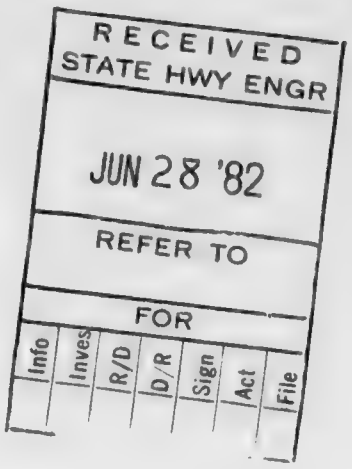
Trans-America Insurance Co.
1150 South Olive Street
Los Angeles, California 90015

Hansen & Rowland
1311 N.W. 21st Avenue
Portland, Oregon 97209

Secretary of State
State Capitol
Salem, Oregon 97310

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

Reese's Minority Construction & Supply
3904 N.E. Union Avenue
Portland, Oregon 97212



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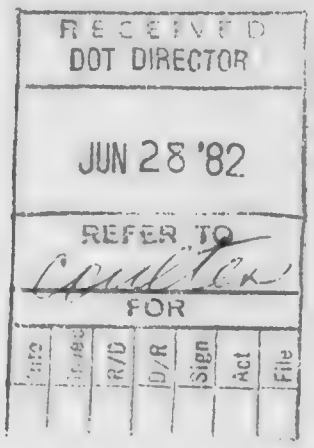


Gentlemen:

Please be advised that the Notice of Claim filed with you by Concrete Products, Inc., a Washington corporation, arising out of the supplying of labor and materials by Concrete Products to Reese's Minority Construction & Supply on the Willamette River (Marion Street) Bridge job, Oregon State Highway Division Contract No. 9291, has been satisfied.

Very truly yours,

Gene Stunz

GS:ro

cc: Concrete Products, Inc.

9211

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 5-197		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Tillamook
MODIFICATION NUMBER 1	52102	Project Number BRF-2-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 20, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 362,010	$ 5,607,146
Federal funds	$ 289,608	$ 4,485,715
Other revisions		

This modification is made for the following reasons: letting of structure contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 6, 1982

Federal-Aid Project
No. IX-BRF-47(13)

Willamette River (Marion Street) Bridge
Willamina-Salem Highway
Polk & Marion Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. "M" 31+85 to Sta. "MW" 61+50)

Roadway	All Required	$ 718,501.00

Type Code X931
Structure, Bridge #7253B (Sta. "M" 34+08.32 to Sta. "M" 52+50)

Structure	All Required	$8,173,170.00

Type Code Y031
Signals (Sta. 61+00)

Signals	All Required	$ 61,008.00

Length of Roadway ----------	0.213 mi.
Length of Structure --------	0.349 mi.
TOTAL LENGTH	0.562 mi.

Cost of Roadway Per Mile ---$3,373,244.13

Work Retained in Program Status
(not included in amounts below)

Repair Existing Deck	All Required	$ 15,000.00
Revise Ferry & Liberty Island	All Required	2,000.00
Work by P.G.E.	All Required	5,000.00
Work by City of Salem, Water	All Required	10,000.00
WORK FOR ABOVE CONTRACT		$ 32,000.00

Type Code Y007
Storm Sewer (Sta. "S" 0+00 to Sta. "S" 10+57)

Mobilization			All Required	$ 38,000.00
Temporary Protection and Direction of Traffic			All Required	2,600.00
Temporary Signs	290	Sq. Ft.	13.00	3,770.00
Temporary Barricades	12	Each	45.00	540.00
Temporary Concrete Barrier	75	Lin. Ft.	50.00	3,750.00
Flagmen	90	Hour	22.00	1,980.00
Clearing and Grubbing			All Required	4,000.00
Removal of Structures and Obstructions			All Required	4,000.00
General Excavation	52	Cu. Yd.	20.00	1,040.00
Trench Excavation	4,441	Cu. Yd.	8.00	35,528.00
Granular Backfill Material	3,776	Cu. Yd.	7.00	26,432.00
Installing 36-inch Pipe Under Highway			All Required	33,600.00
Installing 42-inch Pipe Under Railroad			All Required	27,840.00
8-inch Sewer Pipe	100	Lin. Ft.	22.80	2,280.00
12-inch Sewer Pipe	68	Lin. Ft.	36.00	2,448.00
15-inch Sewer Pipe	4	Lin. Ft.	37.00	148.00
30-inch Sewer Pipe	592	Lin. Ft.	90.00	53,280.00
36-inch Sewer Pipe	184	Lin. Ft.	98.00	18,032.00
42-inch Sewer Pipe	308	Lin. Ft.	115.00	35,420.00
Extra for Pipe Under Pavement	286	Lin. Ft.	29.00	8,294.00
Bedding Material	259	Cu. Yd.	14.00	3,626.00
Concrete Inlets, Type G-2M	1	Each	450.00	450.00
Concrete Manholes, 20 Feet or Less Deep	1	Each	7,260.00	7,260.00
Concrete Manholes, 20 to 25 Feet Deep	5	Each	10,200.00	51,000.00
Concrete Manholes, Over 25 Feet Deep	2	Each	9,800.00	19,600.00
Concrete Walks	20	Sq. Yd.	28.00	560.00
Concrete Curbs	15	Lin. Ft.	20.00	300.00
Rock Gabions	52	Cu. Yd.	87.00	4,524.00
				$ 390,302.00

Anticipated Items

Railroad Protective Cost	All Required	$ 1,400.00
Roadside Seeding & Mulching	All Required	500.00
		$ 1,900.00
	SUBTOTAL	$ 392,202.00
	Engineering	52,947.00
	TOTAL	$ 445,149.00

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	772	$ 718,501	$ 610,725	$	$
Structure	119	2,900,000	2,320,000		
Structure	772	5,273,170	4,482,196		
Signals	772	61,008	51,856		
Storm Sewer	772	32,000	27,200		
Storm Sewer	580	413,149	351,176		
TOTAL		$9,397,828	$7,843,153	$1,082,675	$ 472,000
BRF 80%		** $2,900,000	$2,320,000	$ 580,000	$ ---
IX 85%		6,497,828	5,523,153	502,675	472,000*

* Note: Limited by agreement to $472,000
** Note: Limited by agreement to $2,900,000

Group 1 99%; Group 8 1%
Contract No. 9291
Prefix: 24-1945
Prefix: 24-1052

Group 1 100%
Contract No. 9467
Prefix: 24-1071 PE
Prefix: 24-1078

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-190	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1/20/82	State Oregon County Tillamook Project No. BRF-2-5(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nehalem River Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-8-81	0.436
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 362,010.00	$ 289,608.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 20 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon January 12, 1982

Federal Aid Project
No. BRF-2-5(8)

Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code 0010
Grading (Sta. 69+00 to Sta. 92+00)
Future Project Sta. 51+50 to 92+00)

Stockpile Material

Embankment in Place	111,000 Cu. Yd.	2.516	$279,276.00
Port of Nehalem P.E. thru 12-8-81	All Required		5,000.00
Port of Nehalem Attorney Fees	All Required		8,500.00
Port of Nehalem Secretarial Fees	All Required		1,500.00
Estimated Costs & Charges Subject to $3.25 Limitations			$294,276.00
Ditch Excavation	827 Cu. Yd.	1.25	$ 1,033.75
Roadside Seeding and Mulching	11 Acres	1,800.00	19,800.00
Erosion Netting	7,300 Sq. Yd.	3.00	21,900.00
			$ 42,733.75
SUBTOTAL			$337,009.75
Engineering (Port)			15,000.00
Engineering (State)			10,000.25
TOTAL			$362,010.00

Length of Embankment in Place --------- 0.436 mi.
Length of Future Structure ---------- 0.182 mi.
Length of Future Roadway ---------- 0.149 mi.
TOTAL LENGTH 0.767 mi.

Cost of Embankment in Place Per Mile $830,275.59

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Embankment in Place	$ 362,010.00	$ 289,608.00	$ 72,402.00
Future Roadway and Structure	7,337,990.00	5,870,392.00	1,467,598.00
TOTAL	$7,700,000.00	$6,160,000.00	$1,540,000.00

Group 1	100%
Contract No.	Port
Prefix:	29-1965 P.E.
Prefix:	29-1009 Const. (Emb.)

9291

L.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Gerald Wimer
Region II Construction Engineer

DATE: March 16, 1982

FROM: Don Adams
Final Design Engineer

SUBJECT: Willamette River (Marion Street) Bridge
Willamina-Salem Highway
Polk and Marion Counties
Contract No. 9291

The Traffic Section has reviewed the traffic control during construction of the Center Street Bridge. The decision has been made not to construct the "DMF" Line during Stage I on the subject project.

Enclosed are prints of Sheets 2, 2C, 2 and 4A showing in red the revisions required to delete construction of the "DMF" Line.

During construction of the Center Street Bridge, all northbound traffic will be required to use Center Street via the "DMC" Line (traffic control plan attached).

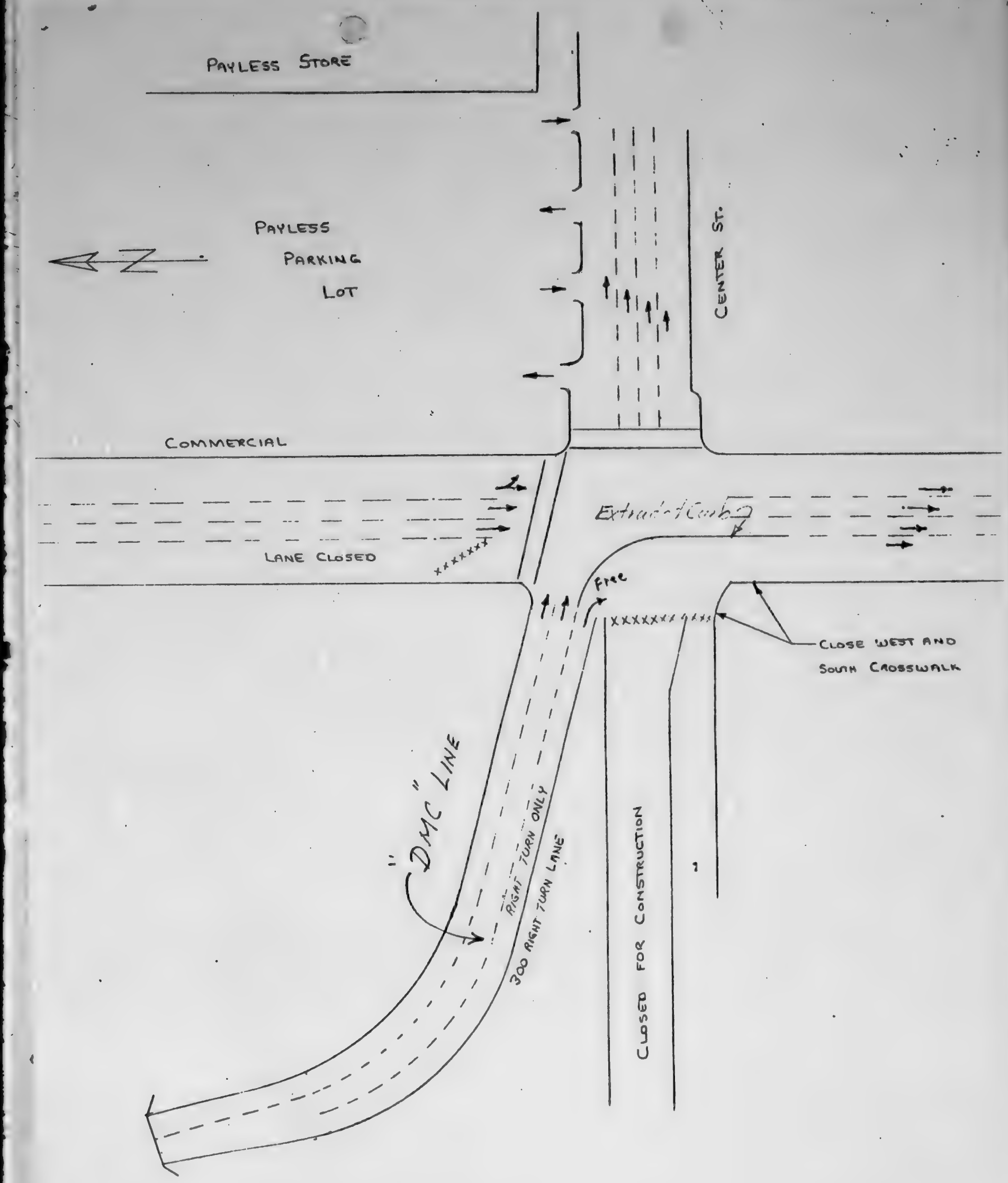
WEC:ja

Enc.

cc H. S. Coulter
E. S. Hunter
C. T. Keasey
L. E. George

RECEIVED
STATE HWY ENGR
MAR 17 '82
REFER TO
FOR
Info | Invest | R/W | D/R | Sign | Act | File

81-125-1387


PAYLESS STORE
PAYLESS
PARKING
LOT
CENTER ST.
COMMERCIAL
LANE CLOSED
Extra left turn
Free
CLOSE WEST AND
SOUTH CROSSWALK
"DMC" LINE
RIGHT TURN ONLY
300 RIGHT TURN LANE
CLOSED FOR CONSTRUCTION

9271 3-3-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-BRF-47(13)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
Federal Highway Administration
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 80363

2A. COUNTY NAME: Marion and Polk

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1-21-82

8. FEDERAL ROUTE NUMBER: Primary 47

9. STATE ROUTE NUMBER: Primary 30

10. GENERAL LOCATION:
Willamette River (Marion Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Temporary and permanent modification and relocation of permanent traffic recorders

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS
I approve the advance authorization date of January 21, 1982, as requested in Mr. Keasey's January 26, 1982 letter as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $10,000; Federal Funds $8,500.

RECEIVED
STATE HWY ENGR
MAR 8 '82
REFER TO
FOR

14. DATE: 3-3-82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. H.

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9291

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-BRF-47(13)
Willamette River (Marion St.) Bridge Sect.
PGE - Transmission Line Structure

Date: March 2, 1982

Reply to Attn. of: HFO.8-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Swan's request of February 10 to make advance payment for future relocation of Portland General Electric Company's transmission line structure is in direct conflict with 23 CFR - Highways revised as of April 1, 1981. Except for certain right-of-way activities approved on a case-by-case basis, only a "reimbursement" method is allowed and advance payment cannot be waived or approved.

for Dale E. Wilken

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STATE HWY ENGR
MAR 3 '82
REFER TO
MCHRIN B
FOR
Info X | Inves | R/D | D R | Sign | Act X | File

9291

L.

ROW 18-4

February 10, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Electric Transmission Line Structure Relocation
Portland General Electric Company
Willamette River (Marion St.) Bridge Section
Willamina-Salem Highway
Polk County
Project No. IX-BRF-47(13)

Reference is made to my letter of May 21, 1981 which transmitted Portland General Electric Company's (PGE) estimate of cost for the relocation of their facilities and requested approval of an actual cost relocation agreement. A copy of my letter and your Letter of Approval and/or Authorization, dated June 1, 1981, are attached for your information.

PGE has removed the conflicting transmission line structure and has billed the State for the actual cost of removal. PGE has advised us that they prefer not to install a new structure until we have completed the bridge construction on both Marion Street and Center Street.

A copy of PGE's billing for the cost of removing the transmission line structure, in the amount of $4,356.99, and an estimate of cost for the installation of a new structure, in the amount of $13,204.34 is attached.

PGE has requested actual cost payment for removal of existing structure and a lump sum payment, now, for the future installation of a new replacement structure. The relocation work is being done to accommodate the stuject project. Final payment

RECEIVED TECHNICAL SERVICES
FEB 12 '82
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FOR
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D/R
Sign
Act
File

for installation of the new replacement structure at an unknown future date could be complicated and confusing. It is our opinion that a lump sum payment now for the future installation of the new transmission line structure is the most economical solution and is in the best interest of the FHWA, State and the public.

Your approval of actual cost reimbursement for removal of conflicting transmission line structure and lump sum payment, now, for future installation of new structure is requested. Removal cost is $4,356.99 and lump sum installation cost is $13,204.34.

JMC/DES/llr
Attachment
cc: E. S. Hunter ✓
Jack M. Cartwright
Don Bedford
Gene Hickam

9291

E.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-8-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-BRF-47(12)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Marion & Polk
	5. ITEM NO. 80363	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/8/82	Primary 47	Primary 30

10. GENERAL LOCATION:

Willametter River (Salem) Bridges Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [XX] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 12/31/81 you are authorized to proceed with the actual acquisition of file numbers 52433 and 52434 as shown on R/W map 9B-18-8 and 5B-35-19 at a TEC of $24,650 Federal Funds $20,952.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.,

(The above authorization does not require additional obligation of funds)

RECEIVED
STAT HWY ENGR
JAN 13 '82
REFER TO
HWY

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/8/82	R K Hanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9291

30

ROAD DESIGN SECTION 378-6558 ROW 3:1

December 16, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 52433 & 52434
Willamette River (Marion Street)
Bridges (Salem) Section
Wilamina-Salem Highway
Marion County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 22 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for March 25, 1982.

By: ORIGINAL SIGNED BY W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rll
Attachments

9291

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12 8 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-BRF-47(13)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80363

2A. COUNTY NAME: Marion & Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/26/81

8. FEDERAL ROUTE NUMBER: Primary 47

9. STATE ROUTE NUMBER: Primary 30

10. GENERAL LOCATION:

Willamette River (Marion Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Electrical Service

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/26/81 as requested in Mr. Keasey's letter of 12/4/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $2,000 Federal Funds $1,700.

RECEIVED
STATE HWY ENGR
DEC 16 '81
REFER TO
FOR
Info | Inves | B/D | D.E. | Sign | Ack | File

14. DATE: 12/8/81

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9291

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: IX-BRF-47(13)
Willamette River (Marion St.) Bridge
Storm Sewer Outlet

Date: November 30, 1981

From: Division Administrator

Reply to Attn. of: HFO.8-OR
X-Ref: IX-47(7)

To: Mr. H. S. Coulter

copy #9467

Referring to Mr. Swan's letter of November 6, 1981, concerning Project No. IX-47(7), it was my understanding that advance approval date of September 5 was to include the necessary work for the Storm Sewer Outlet under the current construction project.

All work, including design and advertising of a separate contract, should be charged to the subject project. It should be noted that Construction Engineering for this work will not be charged against the limitations for contract 9291.

G. K. Hansen
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
DEC 1 '81
REFER TO
FOR
Info | Invest | R/D | D.R. | Sign | Act | File

#7291

L.

RION ST. AND CENTER ST. BRIDGES
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

Revised 10-20-80

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br. River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	-	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY/COUNTY**
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	$ 528,000	$ 472,000
Marion St. Br. (HBR)	(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	700,000	- - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,828,000	$ 472,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,828,000	$ 472,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

**City-County share limited to $472,000.

9.4 Transfer funds
7.3

#7271

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 6, 1981

TO: Dale E. Wilken
Divison Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering
Project No. IX-47(7)
Willamette River (Salem) Bridges Section
Marion & Polk Counties

#9467

I request confirmation of your advance approval of September 5, 1981 to proceed with the preliminary engineering work necessary to provide for the future replacement of the Marion Street storm sewer outfall under the subject project.

As you recall, the need for replacing the outfall was discovered by City forces in May 1981, after the start of Project IX-BRF-47(13), Willamette River (Marion St.) Bridge Section. After due consideration, it was decided not to encumber Hamilton Construction Company, the prime contractor for the Marion Street bridge, with this substantial amount of added work which could be a basis for claims.

The subject project is still active for it includes the ramp to Front Street from the east (Center St.) bound bridge of the couplet and the pedestrian overpass over Front Street.

During the reconnaissance phase, it was determined that the best design for the improvement would be to outfall at the river near the Center Street storm sewer outlet. This involves a portion of the Center Street storm sewer outfall and the cost

Form 734-3122

separation for the preliminary engineering and construction on the proposed outfall is as follows:

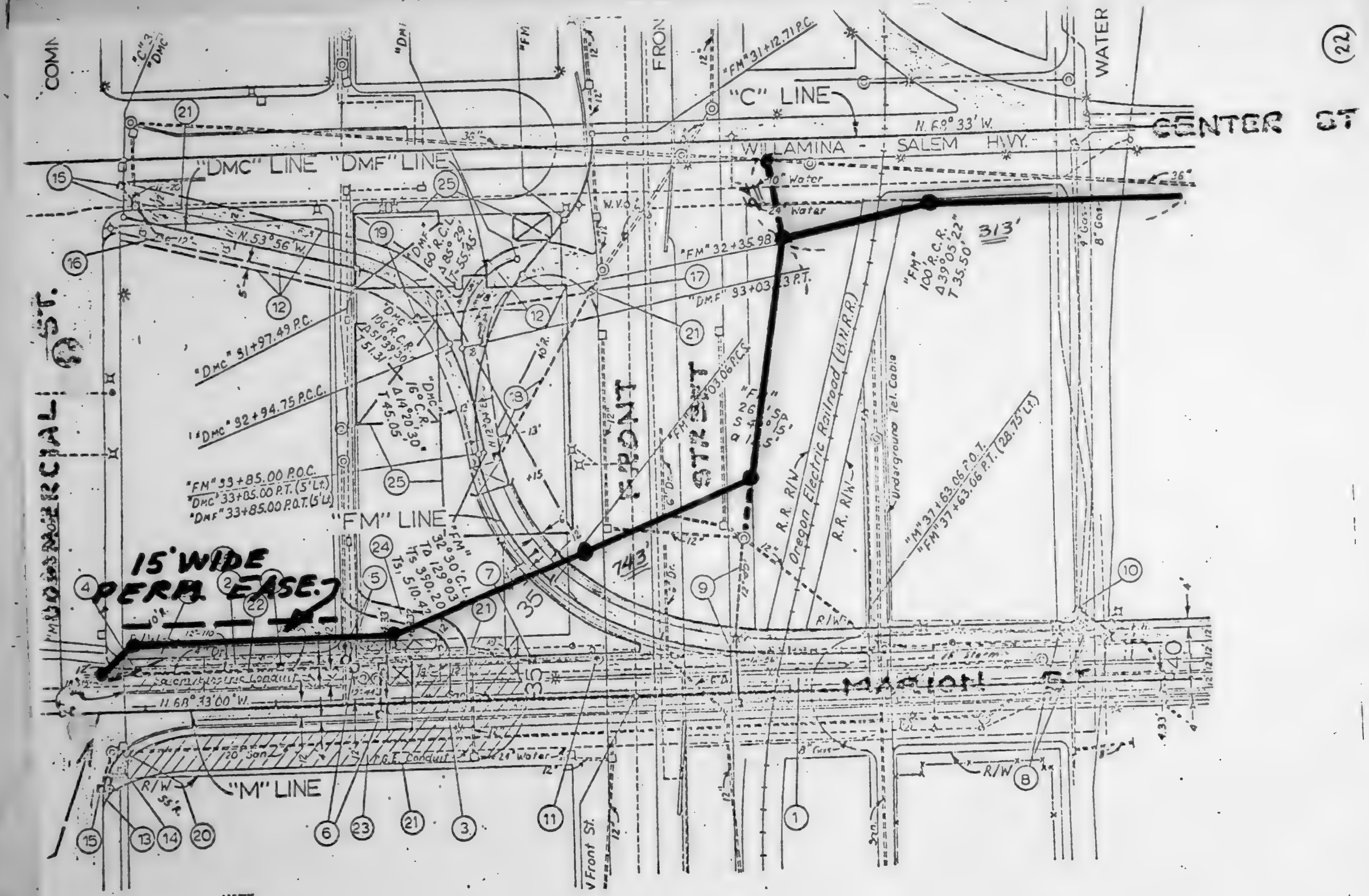
STREET-------	Marion	Center
PROJECT -----	IX-47(7)	BRF-TQF-47(9)
% CHARGE ----	81	19
1110 FEET ---	743 + (1/2 x 313)	54 + (1/2 x 313)

Attached is a sketch map color coded showing the above separation.

The estimated total cost to the subject project for preliminary engineering work on the storm sewer outfall is $11,990 with no increase in obligation of federal funds at this time. Justification is currently being prepared for an increase in preliminary engineering on the subject project since expenditures necessary to receive PS&E approval for Project IX-BRF-47(13) exceeded authorized amounts. This justification will be forwarded under separate action upon availability of Interstate Transfer Funds.

JLG:bkc
Attachments

cc: C.O. Fredrickson
General Files



ALTERNATE 1-A

#9271

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

DATE: October 4, 1981

TO: C. O. Fredrickson
Region 2 Engineer

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Obligation of E-4 Funds for Preliminary Engineering
Salem Urban Area Projects

I have received a copy of your September 23, 1981 letter to D. H. Moehring requesting adjustments of obligational authority for four Salem Urban Area FAIX projects and have been asked to supply justification for each of these proposed adjustments.

Please supply me with the justification for the four proposed adjustments for those Regional, Field and Local Government costs that have been or are expected to be the cause of this request.

FET:PL:ge

cc E. S. Hunter w/attachment
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
OCT. 6 '81
REFER TO
FOR
Info | Invest | R/C | D/R | Sign | Act | File

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: September 23, 1981

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Obligation of E-4 Funds
for Preliminary Engineering
Salem Urban Area Projects

Region Office requests the following changes be made in the obligation of E-4 monies for the Salem Urban Area.

De-obligate $540,000 from the Mission St. Project, 1X-1560 (4)

* Obligate $415,000 to Salem Parkway, 1X-1525 (1)

Obligate $ 5,000 to Hawthorne Ave., 1X-1635 (2)

Obligate $120,000 to Marion & Center St. Brs., 1X-47 (7)

The above actions are for Preliminary Engineering only.

Willamette Valley COG has been consulted and the changes will be included in the TIP. City of Salem and Marion County have also been advised of the proposed action.

Obligation of additional funds to the above three projects is necessary to meet anticipated costs of preliminary engineering. Mission Street has presently sufficient funding and it is not anticipated all the obligated funds will be expended.

POS/rgb

9-30-81
cc: Frank Terpin

* 1/22/81 REQUESTED ADD'L TEC 669,900, FF 548,650; BUT NO FUNDS AVAILABLE AT THAT TIME.

9291

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-BRF-47(13)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 80363
2A. COUNTY NAME Marion & Polk	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/14/81	Primary 47	Primary 30

10. GENERAL LOCATION:

Willamette River (Marion Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Install temporary electric pole and service for illumination during construction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 8/14/81, as requested in Mr. Keasey's letter of 8/25/81 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 5 representing work performed by Portland General Electric Co. is approved for TEC NTE $2,792 Federal Funds $2,373.

RECEIVED
STATE HIGHWAY DIV.
SEP 4 '81
REFER TO
Marketing
ROE

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/2/81	J. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: July 29, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 51251 - Taylor
Willamette River (Salem)
Bridges Section
Willamina-Salem Highway
Marion County

Copy Row 10-2 #9541

Rod Henry, Steve Green, Roger Hansen, and I again met to discuss further the terms of the negotiation on the above subject file which were included in the memo written by Rod Henry on July 28, 1981.

The lease completing the present term must be adhered to, but we must have a written release for the right-of-way portion by Mr. Roberson. It was decided Mr. Rhoten should be requested to obtain this document. The successive five year extension can be negotiated later.

The negotiation was discussed with both Mr. F. B. Klaboe and then Mr. Tom Walsh. I recommended that we proceed to acquire the entirety because of several aspects of the property. Both Mr. Klaboe and Mr. Walsh agreed that it appeared to be in the best interests of the Department.

JBB:jh

cc: Tom Walsh
F. B. Klaboe
Virgil Wilson
Steve Green

RECEIVED
DOT DIRECTOR
JUL 30 '81
REFER TO
FOR

ROW 2

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 28, 1981

TO: File

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 51251-Taylor
Willamette River (Salem) Bridges Sec.
Willamina-Salem Highway
Marion County

A meeting was held in Mr. Boyd's office to discuss the acquisition of the Taylor property and the lease of the remaining property to Roberson Motors. Those present were J. B. Boyd, Rod Henry, Steve Green and Roger Hansen.

It was previously determined that it would be in the best interest of the State to acquire the entire Taylor property for $600,000. This is based on the reviewed appraisal of $263,000 for the right-of-way and $337,000 for the surplus property.

Roberson currently has a lease on the entire Taylor property that runs for one more year with an option to renew for an additional five years. The current rent is $1,450 per month with the owner paying the first $4,800 in taxes. If the State buys the entire property, we will have to buy subject to the existing lease and the present terms will continue for the remaining one year term. On a pro rata basis this would indicate a rental rate of approximately $812 per month for the surplus property. The State would also be obligated to pick up its pro rata share on the taxes.

Economic rent for the remaining land should be based on 10 percent of the sales price with the tenant paying the taxes. This computes out to approximately $2,800 a month net.

There are several factors that will make it difficult for the State to obtain market rent for this parcel. Bridge construction will be underway on the adjoining property to the West for the next three to four years. This will have a detrimental impact on the remaining land and will make it difficult for Roberson to continue operating. The current demand for property of this type is also depressed at the present time and would make it difficult for the State to find a new tenant. It has been determined that a net return to the State of five percent or $1,400 per month would be reasonable under these conditions.

The proposed lease should be for one year at the current rate with a five year renewal based on a $1,400 per month rental for the period of bridge construction. Upon the completion of bridge construction the rental rate should be renegotiated to current market rent.

RH:jr
cc: Steve Green
Roger Hansen

RECEIVED
JUL 29 1981

J. B. BOYD

attach CC to my memo of Oct 28

#7271 6-16-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-BRF-47(13)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Marion, Polk
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80363
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/28/81
8. FEDERAL ROUTE NUMBER: Primary 47
9. STATE ROUTE NUMBER: Primary 30
10. GENERAL LOCATION: Willamette River - (Marion Street) Bridge Section
11. GENERAL DESCRIPTION OF WORK: Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 6/8/81 this will confirm the advance approval date of 5/28/81 to proceed with the actual adjustments of the City of Salem's Water facilities on an actual cost basis estimated to be TEC $9,851 Federal Funds $8,373. (Appn. Code 772)

I approve the Agreement with the City of Salem, Department of Public Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 18'81
REFER TO Mokrzna
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE: 6/16/81
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoosner
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9591

NOTED
E. S. HUNTER

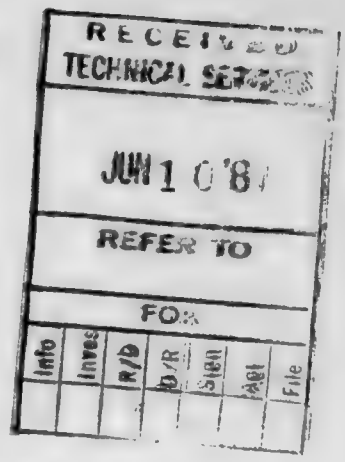
ROW 18-4

June 8, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: William H. Kappus, Area Engineer

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water Main Relocation
City of Salem
Willamette River (Marion St.) Bridge Section
Willamina-Salem Highway
Marion & Polk Counties
Project No. BRF-IX-F-47(13)



Here is a copy of an estimate of cost to adjust City of Salem's water facilities dated May 27, 1981, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City Water Dept. was advised verbally by the City's Project Engineer of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's water facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 28, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $9,851.

DBS/JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9 2 91

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-BRF-47(13)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80363

2A. COUNTY NAME
Marion
Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR JUN 5 '81 REFER TO FOR

7. DATE AUTHORIZATION EFFECTIVE
6/1/81

8. FEDERAL ROUTE NUMBER
Primary 47

9. STATE ROUTE NUMBER
Primary 30

10. GENERAL LOCATION:
Willamette River (Marion Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 5/21/81 you are now authorized to proceed with the actual adjustments of Portland General Electric's transmission line on an actual cost basis estimated to be $17,413

Federal Funds $14,801.

I approve the Agreement with Portland General Electric Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/1/81	G. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

929

ROW 18-4

May 21, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Electric Transmission Line Structure Relocation
Portland General Electric Co.
Willamette River (Marion St.) Bridge Section
Willamina-Salem Hwy.
Polk County
Project No. F-IX-BRF-47(13)

Here is a copy of an estimate of cost to adjust Portland General Electric's (PGE) transmission line structure dated April 3, 1981, and a sketch showing the present location.

A certification prepared by Don Bedford as to PGE's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to PGE dated 3/19/81 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $17,413.

DES/[redacted]MC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

RECEIVED TECHNICAL SERVICES
MAY 22 '81
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

4241

MARION STREET BRIDGE

FUNDING SUMMARY

May 18, 1981

Contract Amount		$7,870,838
Anticipated Additional Items		122,150
Subtotal		$7,992,988
Contingencies	4½%	359,684
Engineering	8 %	639,439
CONSTRUCTION AUTHORIZATION		$8,992,111

NOTED

SUMMARY

Construction Authorization	$8,992,111
Preliminary Engineering	400,000
Right of Way	90,000
Deferred Construction (Marion Street Bridge ramp work to be done under the Center Street Bridge Project)	100,000
*TOTAL PROJECT COST	$9,582,111

FUNDING	TOTAL	FEDERAL	STATE	*CITY/COUNTY
I-305 Transfer 85%-15%	$6,682,111	$5,679,794	$ 530,317	$472,000
HBR Funds 80%-20%	2,900,000	2,320,000	580,000	--
TOTALS	$9,582,111	$7,999,794	$1,110,317	$472,000

* There is an existing 18-inch sewer main along the south side of Marion Street between N. Commercial Street and the river. The main is undersized and is broken at a number of locations. The City is proposing to replace the 18-inch pipe with a 30-inch pipe at an estimated cost of $150,000

(800 feet of pipe). A determination has not been made as to the eligibility of this work for funding under the Marion Street Bridge Project. If the total work is eligible, it would add $150,000 to the I-305 Transfer account with a distribution of $127,500 Federal and $22,500 State.

**The City/County share of the project costs is limited to $472,000 by agreement.

jrb

MARION STREET BRIDGE

FUNDING SUMMARY

May 14, 1981

Contract Amount		$7,870,838
Anticipated Additional Items		122,150
Subtotal		$7,992,988
Contingencies	4½%	359,684
Engineering	8 %	639,439
CONSTRUCTION AUTHORIZATION		$8,992,111

FUNDING	TOTAL	FEDERAL	STATE	*CITY/COUNTY
Deferred Marion Transfer				
I-305 Transfer 85% + 15%	$6,092,111	$5,178,294	$ 441,817	$472,000
E/W Transfer				
HBR Funds 80% - 20%	2,900,000	2,320,000	580,000	
TOTALS	$8,992,111	$7,498,294	$1,021,817	$472,000

*City/County share limited to $472,000 by agreement.

jrb

9291

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-BRF-47(13)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80363

2A. COUNTY NAME: Marion
Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/6/81

8. FEDERAL ROUTE NUMBER: Primary 47

9. STATE ROUTE NUMBER: Primary 30

10. GENERAL LOCATION:

Willamette River (Marion Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Revised PS&E Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Revised PS&E Estimate

13. REMARKS

Revised PS&E documents for the subject project have been reviewed and are approved at a TEC of $11,296,582 Federal Funds $9,457,000.

(Decrease Appropriation code 010 TEC $2,811,700 Federal Funds $2,479,400)

RECEIVED
STATE HWY ENGR
MAY 13'81
REFER TO Melvina
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/6/81	G. K. Hoosier	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

MARION STREET BRIDGE
FUNDING SUMMARY

May 14, 1981

Contract Amount		$7,870,838
Anticipated Additional Items		122,150
Subtotal		$7,992,988
Contingencies	4½%	359,684
Engineering	8 %	639,439
CONSTRUCTION AUTHORIZATION		$8,992,111

FUNDING	TOTAL	FEDERAL	STATE	*CITY/COUNTY
Deferred Marion Transfer				
I-305 Transfer 85% + 15%	$6,092,111	$5,178,294	$ 441,817	$472,000
HBR Funds 80% - 20%	2,900,000	2,320,000	580,000	
TOTALS	$8,992,111	$7,498,294	$1,021,817	$472,000

*City/County share limited to $472,000 by agreement.

jrb

Project	Obligated	E.E.	Spent	Bal.

Bal

9291

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-6-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-BRF-47(13)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80363

2A. COUNTY NAME
Marion
Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/6/81

8. FEDERAL ROUTE NUMBER
Primary 47

9. STATE ROUTE NUMBER
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10. GENERAL LOCATION:
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Revised PS&E Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Revised PS&E Estimate

13. REMARKS

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(Decrease Appropriation code 010 TEC $2,811,700 Federal Funds $2,479,400)

RECEIVED
STATE HWY ENGR
MAY 13'81
REFER TO
Maehrina
FOR
Info | Inves | R/D | D/R | Sig | Act | File

14. DATE
5/6/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hansen

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9291.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: April 20, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 30, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 30, 1981 on the following projects:

1. Meacham Rock Production
Umatilla and Union Counties
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wallowa Lake Hwy @ Monroe Avenue (La Grande)
Union County
Traffic Signals

Same as No. 1.

3. Beaverton-Tualatin Hwy @ S.W. Locust Street
Washington County
Traffic Signals

Same as No. 1.

4. Powder River (Beaver Creek Road) Bridge
Beaver Creek Road, Baker County
Structure

Twenty-eight-foot roadway on sturcture and approached. Aggregate surfacing on approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Contains Recycled Materials
81-125-1387

5. Oswego Highway @ Cedaroak Drive and Hidden Springs Road
West Linn, Clackamas County
Traffic Signals

Six-foot bike lanes, right and left will be constructed on this project.

6. S. Bank Chetco River Rd. U'Xing @ Oregon Coast Highway
FAS A301, Curry County
Grading and Paving

Six-foot shoulders will be provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Deschutes River (Twin Bridges Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway. Aggregate surfacing on approaches.

Same as No. 4.

8. Little Deschutes River (Masten Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway of which twenty-eight feet are paved.

Same as No. 6.

9. Redmond S.C.L.-Whittemore Road, N. Unit
The Dalles-California Highway, Deschutes County
Grading and Paving

Six-foot bike lanes, right and left, to be constructed on this project.

10. 28th Avenue-34th Avenue (Eugene)
Hilyard Street, Lane County
Grading, Paving and Appurtenances
Sidewalks, Bikeway Sidewalks and Independent Bikeway and Bike Shelters to be constructed on this project.

11. "S" Curve (Woodburn)
Hillsboro-Silverton Highway, Marion County
Grading and Paving.

Four-foot shoulders and a five-foot sidewalk ae available for bicycle and pedestrian traffic.

12. Willamette River (Marion Street) Bridge (Salem)
Willamina-Salem Highway, Polk and Marion Counties
Structure.

A ten-foot independent bikeway will be constructed on this project.

13. N. Yamhill River (Oak Ridge Road) Bridge
Yamhill County
Structure.

Twenty-eight-foot roadway on structure and approaches.

Same as No. 6.

14. Lake-Harney County Line Rock Production
Central Oregon Highway, Harney County
Aggregate Crushing

Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9291

30 1/4

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. N. Stoudenmeyer
Acting Final Design Supervisor

DATE: April 17, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
Willamette River (Marion Street) Bridge and Willamette River (Salem) Bridges Sections
Willamina-Salem Highway
Polk and Marion Counties

Attached are two prints of the approved sign study plans for the above projects.

This work should be included in the projects scheduled for April 30, 1981 and later.

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: C. O. Fredrickson
R. A. Kuehn
F. T. Lacey

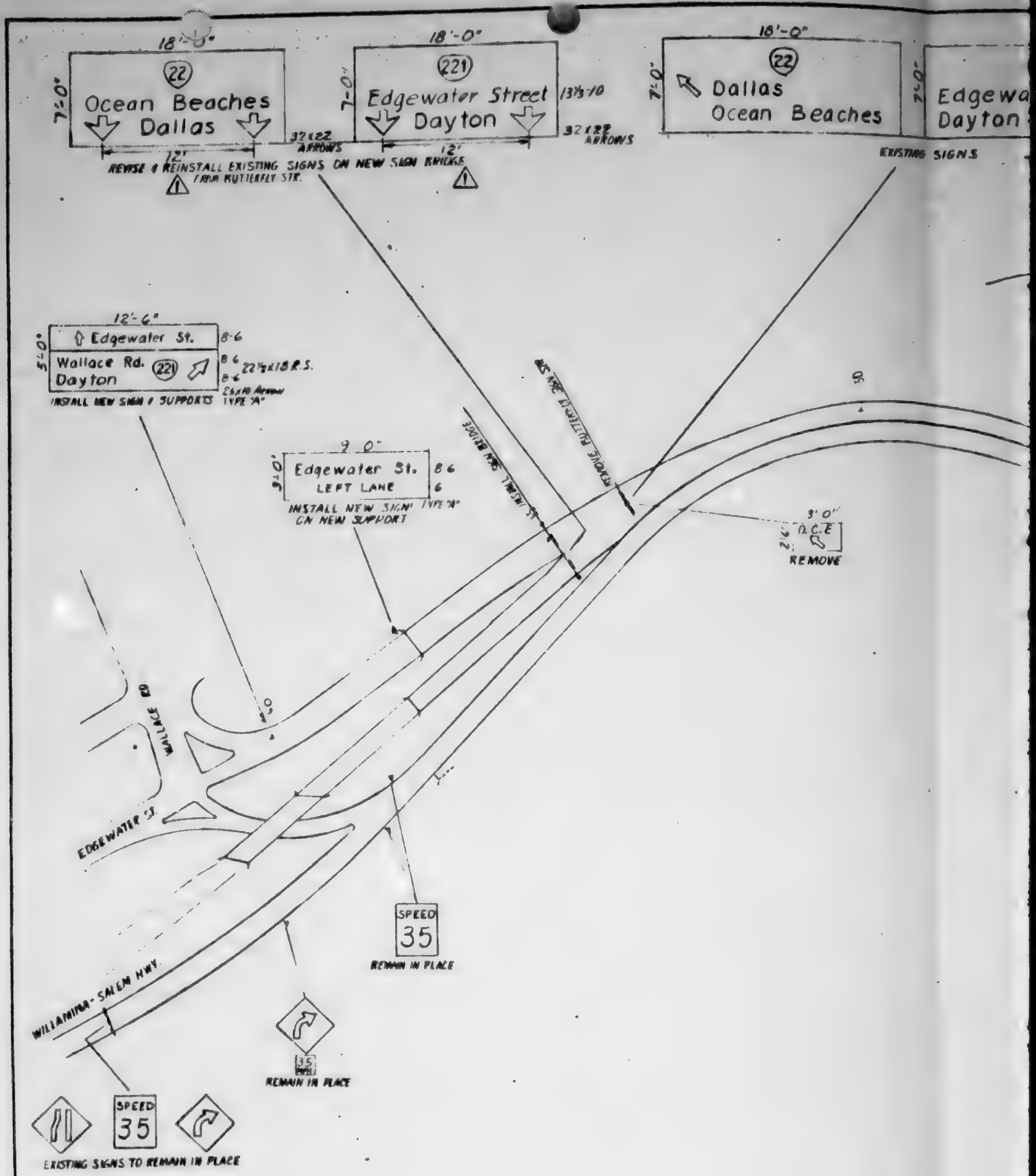
Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

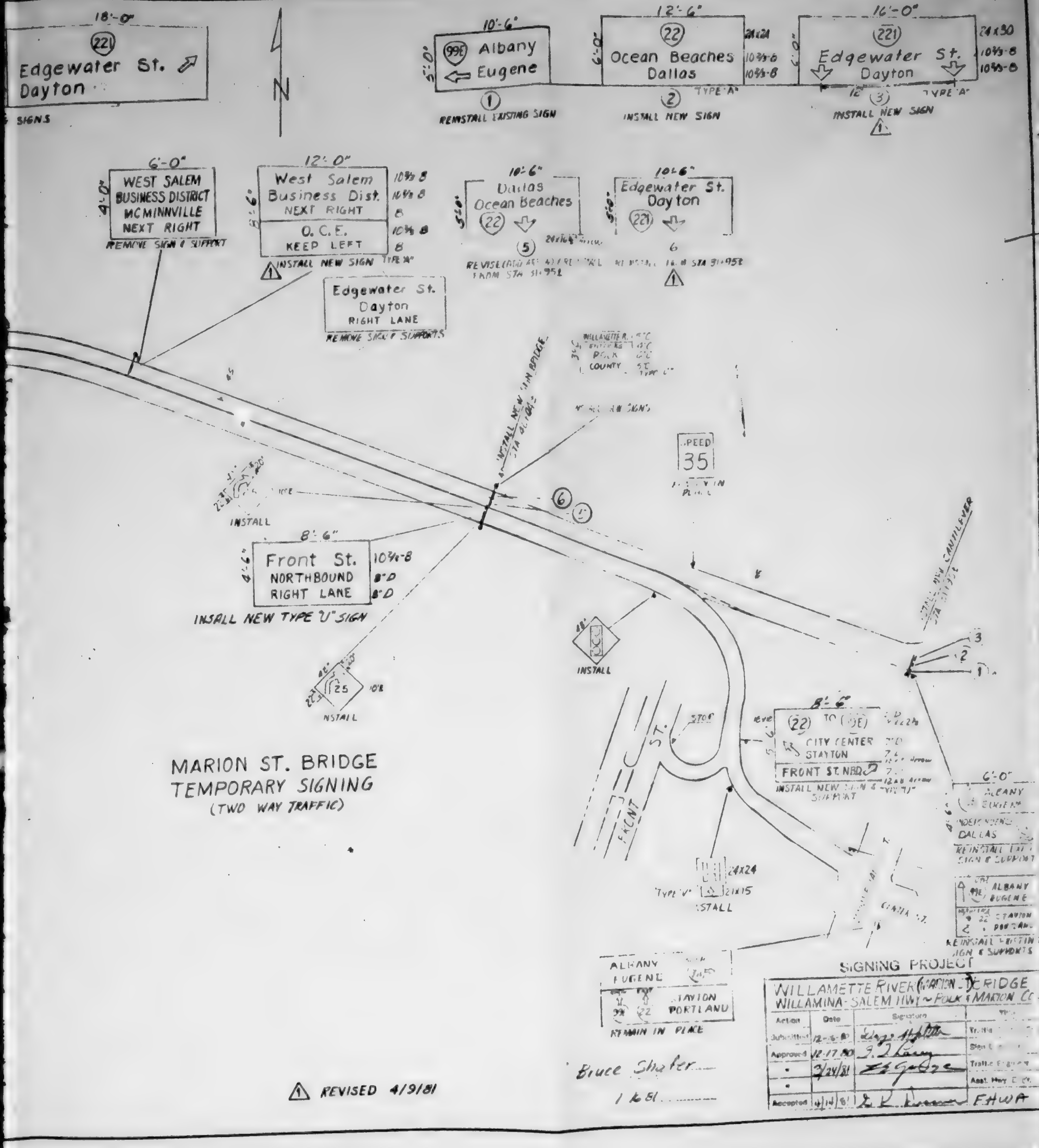
RECEIVED
APR 20 1981
ROAD DESIGN SECTION

Beard 4/24/81

Do Not File
Return To
Bring
Action

Approved by Beard


18'-0"
7'-0"
22
Ocean Beaches
Dallas
12"
32"x22" ARROWS
REVISE & REINSTALL EXISTING SIGNS ON NEW SIGN BRIDGE FROM BUTTERFLY STR.
18'-0"
7'-0"
221
Edgewater Street
Dayton
13⅛-10
12"
32"x22" ARROWS
18'-0"
7'-0"
22
Dallas
Ocean Beaches
EXISTING SIGNS
12'-6"
5'-0"
Edgewater St.
Wallace Rd.
Dayton
221
8-6
8-6
8-6
22½"x18" R.S.
2½x10 Arrow
INSTALL NEW SIGN & SUPPORTS TYPE "A"
9'-0"
3'-0"
Edgewater St.
LEFT LANE
8-6
6
INSTALL NEW SIGN TYPE "A" ON NEW SUPPORT
REMOVE EXISTING SIGN
INSTALL NEW SIGN
9'-0"
2'-6"
O.C.E
REMOVE
WALLACE RD
EDGEWATER ST.
WILLAMINA-SALEM HWY
SPEED
35
REMAIN IN PLACE
35
REMAIN IN PLACE
SPEED
35
EXISTING SIGNS TO REMAIN IN PLACE



MARION ST. BRIDGE
TEMPORARY SIGNING
(TWO WAY TRAFFIC)

⚠1 REVISED 4/9/81

SIGNING PROJECT

WILLAMETTE RIVER (MARION ST.) BRIDGE
WILLAMINA-SALEM HWY ~ POLK & MARION CO

Action	Date	Signature	Title
Submitted	12-5-80		Traffic
Approved	12-17-80		Sign Engr.
"	3/24/81		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	4/14/81		FHWA

Bruce Shafer
1 to 81

SALEM
LEFT LANE
REMOVE SIGN

5'-0"

24"
DALLAS
RIGHT LANE
7"D
6"D
INSTALL TYPE U"

RIGHT LANE
MI ST
TURN RIGHT
REMOVE SIGN & SUPPORT

5'-0"
⇧ Edgew
Wallace R
Dayton
REMAIN

WALLACE RD.

EDGEWATER ST

LEFT LANE ENDS
REMOVE SIGN & SUPPORT

INSTALL SIGN BRIDGE
M.P. 25.00±

M.P. 25.33

TO COAST
22
WILLAMINA-SALEM HWY.

M.P. 25.42

LEFT LANE ENDS
REMOVE SIGN & SUPPORT

REMOVE SIGNS & SUPPORTS

1

INSTALL SIGN BRIDGE
STA. 62+35±

SPEED
35
INSTALL

FLASHER
35 MPH
INSTALL

FLASHER
35 MPH
INSTALL

35 MPH
REMOVE

SPEED
35

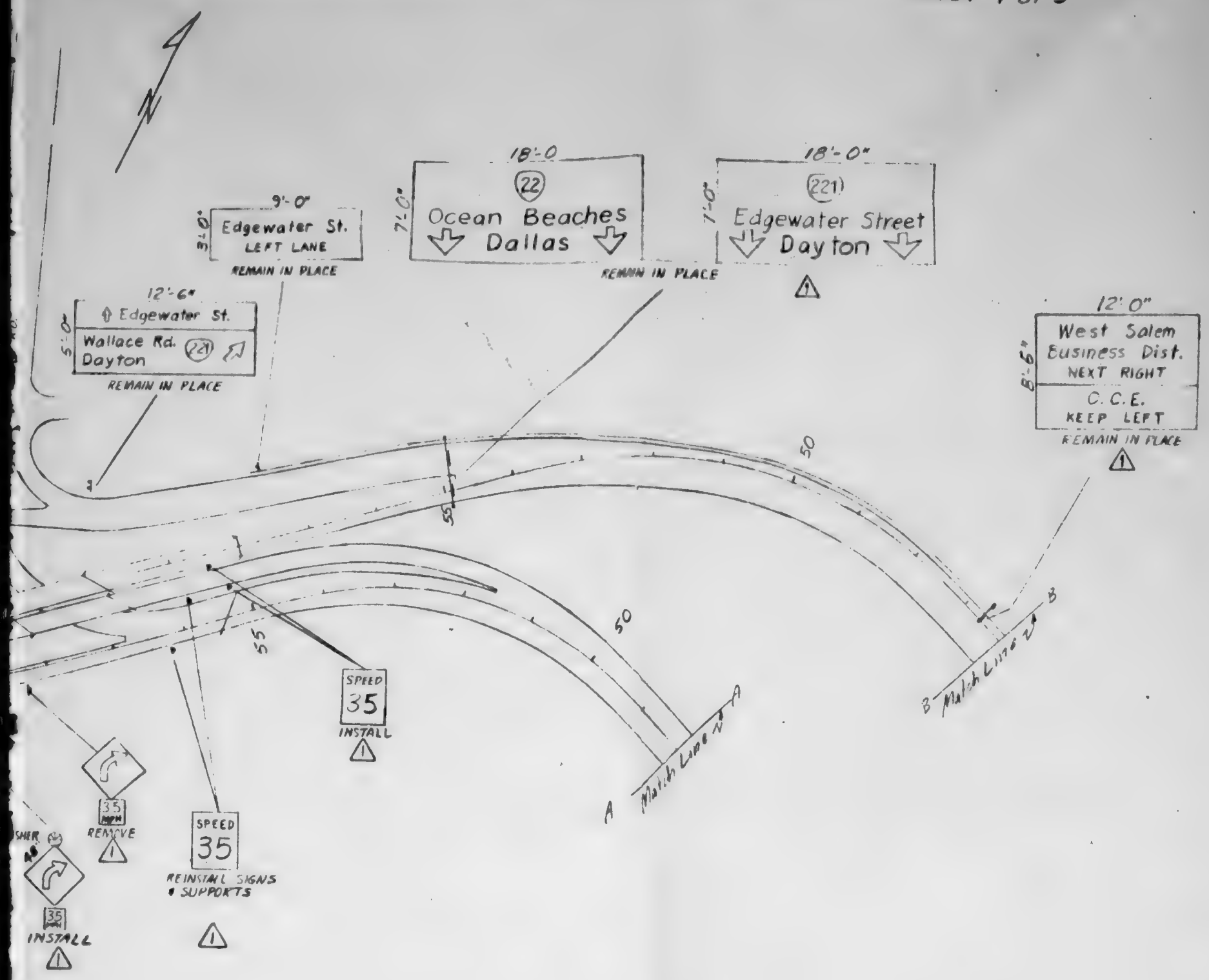
REMOVE SIGNS & SIGN BRIDGE

13'-0"
16'-0"
99E NORTH
City Center
Portland
8"
13½-10
13½-10
32x22
ARROW

11'-0"
10'-0"
22 99E SOUTH
Stayton
Albany
8"
13½-10
13½-10
32x22
ARROW

INSTALL NEW SIGNS ON SIGN BRIDGES MP 25.00± & STA 62+35±

1



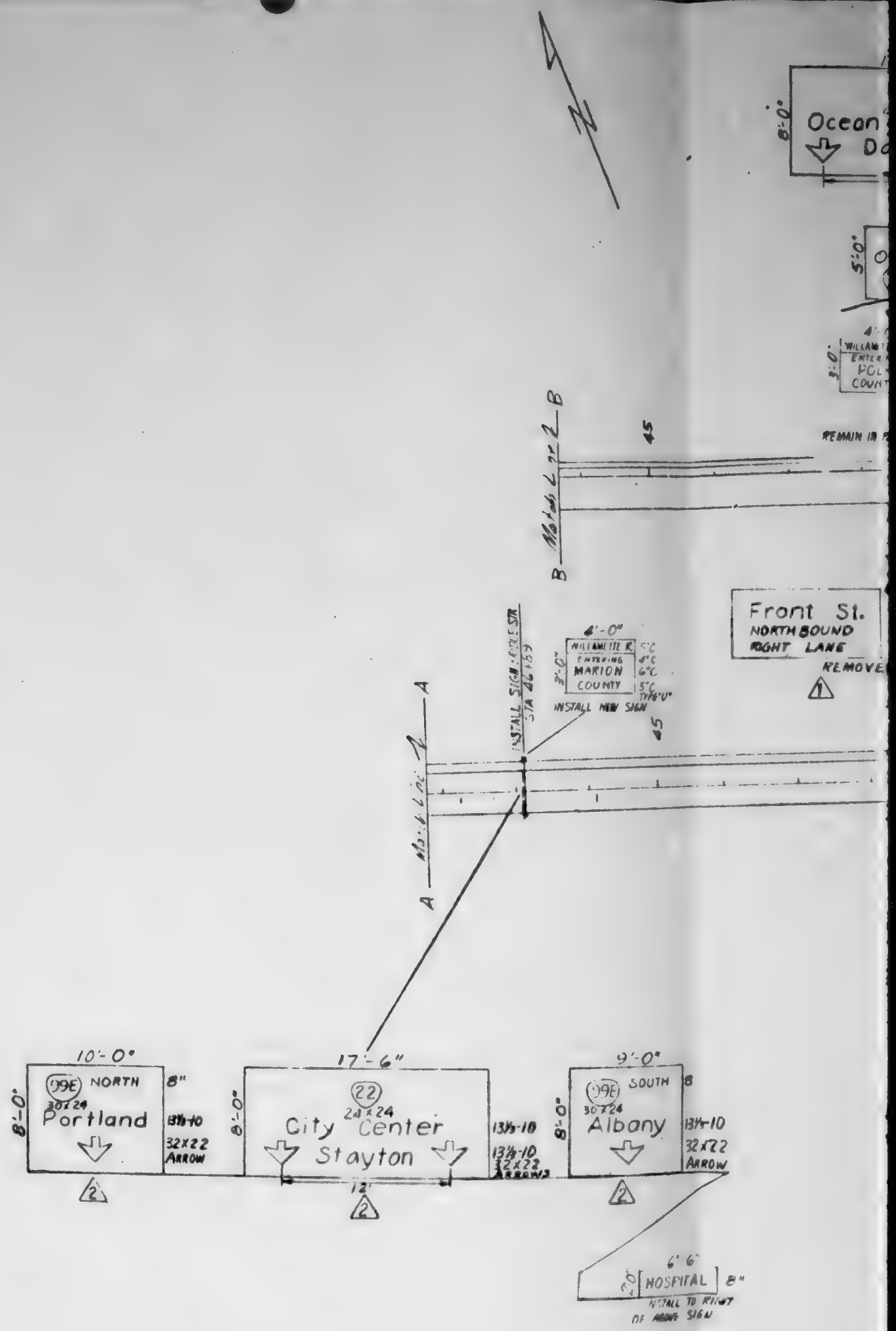
1 REVISED 4/9/81

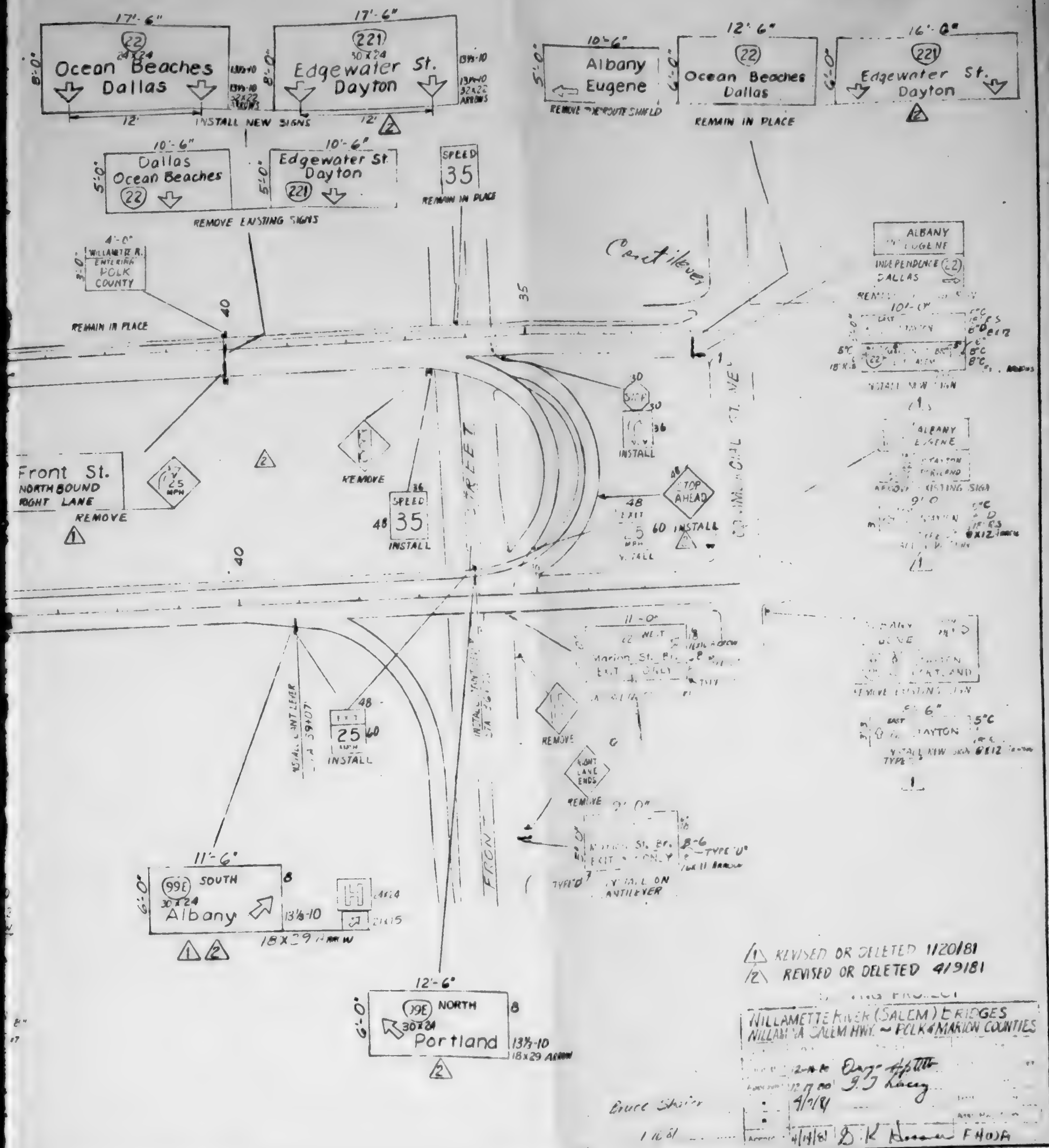
Bruce Shafer
CITY ENGINEER

1/16/81
DATE

WILLAMETTE RIVER (Salem) BRIDGES
WILLAMINA-SALEM HWY. ~ POLK & MARION COUNTIES

Action	Date		
	12-8-80	Dan Stotts	
	12-7-80	[illegible]	
	4/9/81	[illegible]	
Approved	4/14/81	S K Hansen	FH(D)A


Ocean
Da
8'-0"
5'-0"
WILLAMETTE R.
ENTERING
POL
COUNT
3'-0"
B
Maple Lane Rd
B
45
REMAIN IN P
Front St.
NORTH BOUND
RIGHT LANE
REMOVE
1
4'-0"
WILLAMETTE R.
ENTERING
MARION
COUNTY
3'-0"
5'C
4"C
6"C
5'C
TYPE 'U'
INSTALL NEW SIGN
45
A
Maple Lane Rd
A
INSTALL SIGN ON EXIST STR
STA 46+89
10'-0"
8'-0"
(99E)
NORTH
30X24
Portland
8"
13½-10
32X22
ARROW
2
17'-6"
8'-0"
(22)
24X24
City Center
Stayton
13½-10
13½-10
32X22
ARROWS
12'
2
9'-0"
8'-0"
(99E)
SOUTH
30X24
Albany
8
13½-10
32X22
ARROW
2
6'6"
HOSPITAL
8"
INSTALL TO RIGHT
OF ABOVE SIGN

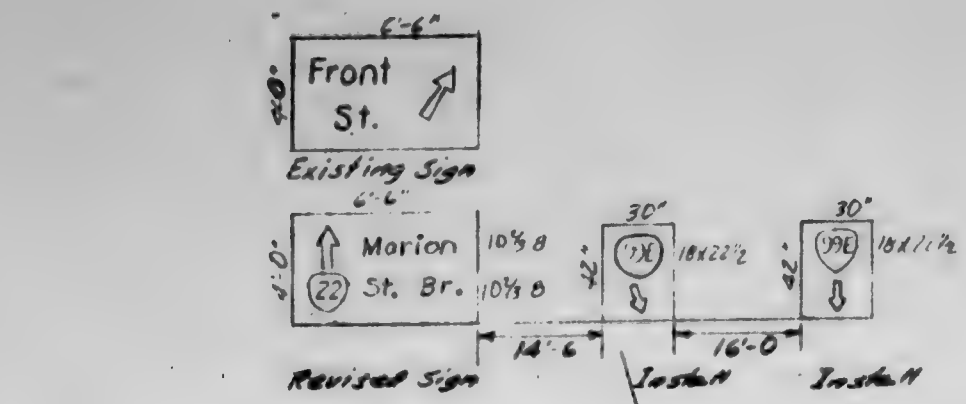


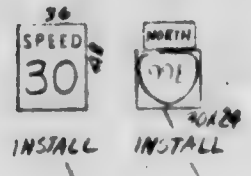
/1 REVISED OR DELETED 11/20/81
/2 REVISED OR DELETED 4/9/81

WILLAMETTE RIVER (SALEM) BRIDGES
WILLAMETTE-SALEM HWY. ~ POLK & MARION COUNTIES

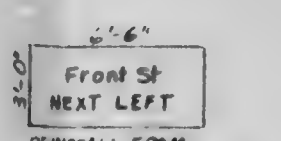
Bruce Shafer
11/6/81

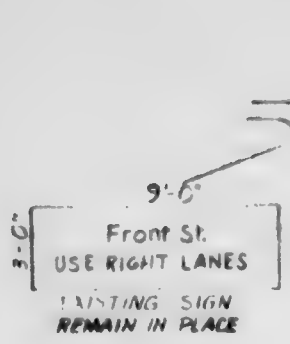
4/9/81 G.J. Lacey
4/14/81 D.K. Hansen FHWA


6'-6"
4'-0"
Front St.
Existing Sign
6'-6"
4'-0"
Marion
22
St. Br.
10½ B
10½ B
30"
42"
18X22½
30"
42"
18X17½
14'-6"
16'-0"
Revised Sign
Install
Install

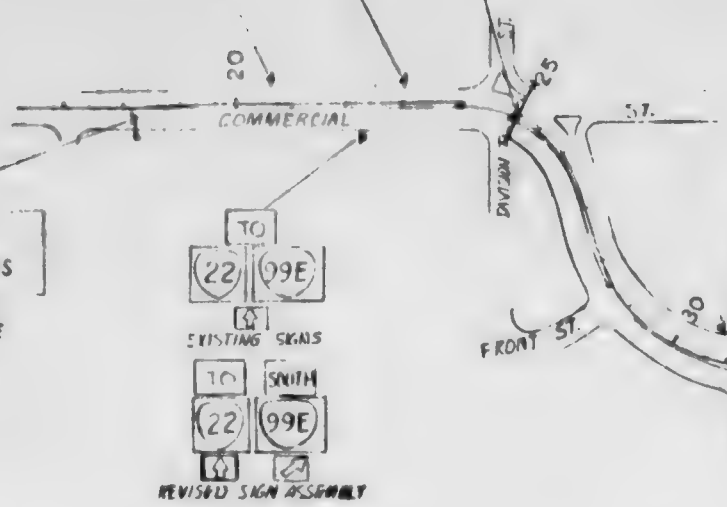

36
SPEED
30
NORTH
99E
INSTALL
INSTALL

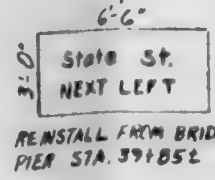
1'-6"
3'-0"
MARION ST.
BRIDGE
REMOVE


6'-6"
3'-0"
Front St
NEXT LEFT
REINSTALL FROM
BRIDGE PIER STA. 35+80 ℄

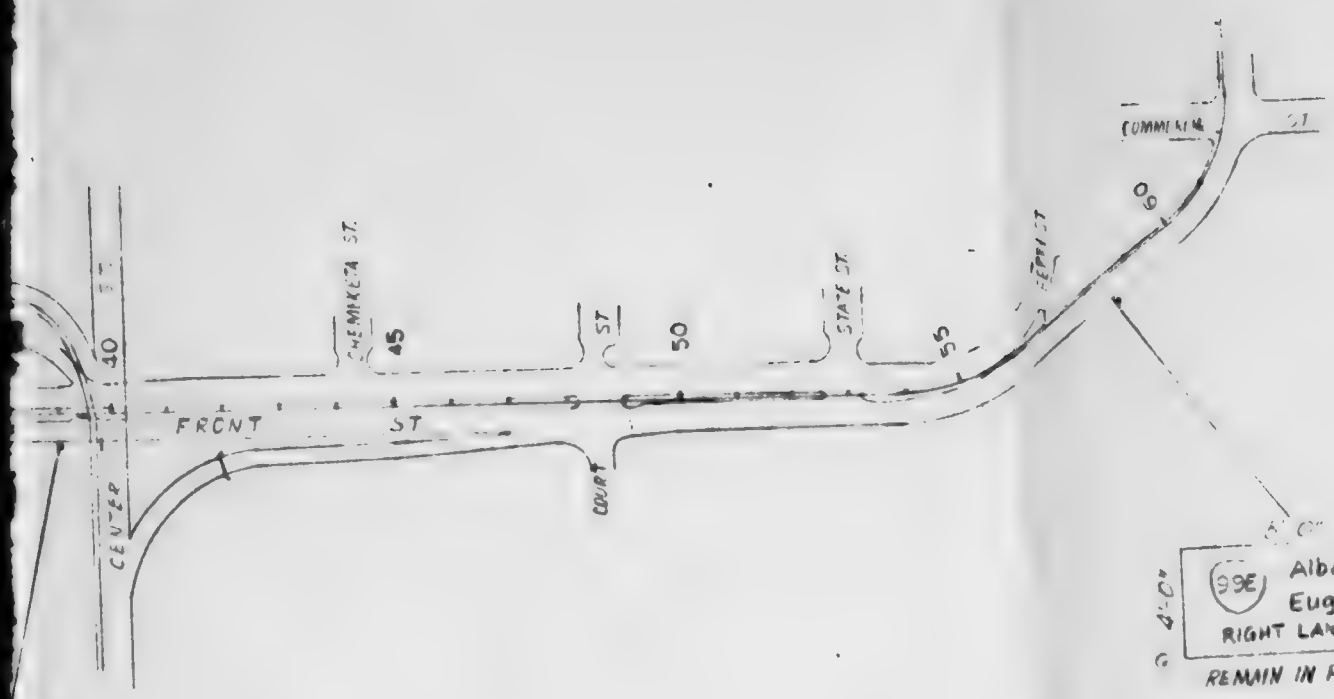

9'-6"
3'-0"
Front St.
USE RIGHT LANES
EXISTING SIGN
REMAIN IN PLACE

TO
22
99E
EXISTING SIGNS
TO
SOUTH
22
99E
REVISED SIGN ASSEMBLY


20
COMMERCIAL
ST.
25
DIVISION
ST.
FRONT ST.
30
ST.
35
UNION
MARION
ST.
40
CENTER
ST.
FRONT


6'-6"
3'-0"
State St.
NEXT LEFT
REINSTALL FROM BRIDGE
PIER STA. 39+85 ℄

St
EFT
FROM
ER STA. 35+80 L



St.
FT
N BRIDGE
1852

SIGNING PROJECT

WILLAMETTE RIVER (SALEM) BRIDGES
WILLAMETTE SALEM HWY ~ MARION & POLK COUNTIES

	Date		Title
	12-16-80		Traffic Control Engr.
Approved	12-17-80	G. J. Kucera	
	4/1/81		Traffic Engineer
			Asst. Hwy. Engr.
Accepted	4/14/81		

Bruce Shafer
1-16-81

9241

April 14, 1981

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

AGR 4

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6206

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Marion County, City of Salem and the Highway Division covering the Marion and Center Street Bridges Project in Salem.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn
Att.

bc Don Harwell (agree. att.)

9291

NOTED
E. S. HUNTER

April 9, 1980

copy
con 19-1 K
Willa Jr

Mr. Gary Potter, Manager
Environmental Section
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Gary:

The following pertains to the Wallace Marine Park Replacement Project and action of the City Council on the 7th of April to accommodate replacement of the .6 acres necessary to be taken from the existing Wallace Marine Park. You should be advised that the attached staff report was adopted unanimously by the City Council, and that administrative staff is following through on the recommendation contained therein.

In addition, staff will be preparing a construction schedule for the Glen Creek improvement that will be forwarded to you by the Public Works Department at a later date. By copy of this I am asking Lou McNicoll, Director of Public Works, to follow up on that aspect. not received.

After you review the attached, should you have any additional questions, please call.

Sincerely,

Russ Abolt
Assistant City Manager

enclosure

cc: Lou McNicoll, Director of Public Works
Bob Maxey, Parks Director
Ed Hunter, Assistant State Highway Engineer

RA:ee

RECEIVED
TECHNICAL SERVICES
APR 21 '80
REFER TO
FOR
Info | Init | R/D | D.R | Sign | Act | File

TO: MAYOR AND CITY COUNCIL

FOR COUNCIL MEETING OF: 4/7/80

THRU: RALPH HANLEY, CITY MANAGER R.W. Hanley AGENDA ITEM NO.: 5 i

FROM: ROBERT L. MAXEY, DIRECTOR R Maxey
REGIONAL PARKS AND RECREATION AGENCY

SUBJECT: WALLACE MARINE PARK BRIDGE REPLACEMENT PROPERTY

ISSUE:

The State is preparing the final Environmental Impact Statement for the Center and Marion Street Bridge Project. The proposed improvements will require .6 acres of right-of-way through Wallace Marine Park. Direction needs to be given on how this land can best be replaced.

BACKGROUND:

In the Center and Marion Street Bridge Project, .6 acres will need to be acquired by the State. Since the park was partially developed with Land and Water Conservation Funds, any land taken must be replaced "at least equal fair market value and of reasonably equivalent usefulness and location". In 1978, staff developed a preliminary master plan for Wallace Marine Park, focusing on solving the problem of a new entrance road to the park. A relocated entrance road is recommended by the Parks and Public Works staffs. This preliminary master plan has not yet been reviewed in total with City Council.

Development of a final master plan for Wallace Marine Park is funded for completion prior to June 30, 1980.

FACTS AND FINDINGS:

1. All parties concerned, including the general public, recognize a very difficult traffic congestion problem exists at the existing entrance to Wallace Marine Park. Funds are being requested in 1980-81 fiscal year budget to acquire properties to relocate the entrance road. Source of these funds would be the $3.5 million General Obligation Parks Acquisition Fund.

2. Salem's Public Works Department has determined that the Glen Creek Road access to Wallace Marine Park would best serve the traffic needs.

3. Three basic priorities for land replacement would serve the requirements of the Heritage Conservation and Recreation Service (HCRS) and the City, and are listed in priority order:

   a. acquiring the land necessary for a new access to Wallace Marine Park opposite Glen Creek Road
   b. purchasing a suitable parcel somewhere else on the perimeter of Wallace Marine Park
   c. buying an appropriate parcel adjacent to another city park

4. State Department of Transportation personnel await direction from the City relative to land replacement and would like to determine their specific involvement in completing that transaction. A firm commitment to this end is necessary prior to HCRS writing off on the Environmental Impact Statement.

C

RECOMMENDATION:

City Council authorize staff to approach the appropriate property owners to bring abc dedication of Glen Creek Road from Wallace Road easterly to the park boundary, and t acquire the necessary property for extension of that road into Wallace Marine Park. Council also authorize staff to open discussions with Southern Pacific Railroad to bring about an improved access through the trestle currently separating the boat basin from the major park property.

RLM:mm
3/27/80
Ward 8
Attachment

9291

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Projects IX-47(7) & BRF-47(9)
Center (Br. 123K) Marion (Br. 7253B) Sts.
Bridges Across Willamette River, Salem

Date: April 9, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HBR-OR

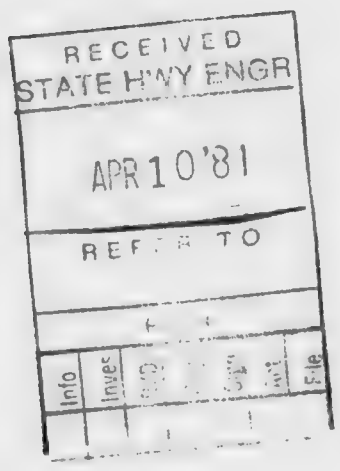
To: Mr. H. S. Coulter, State Highway Engineer, ODOT

In addition to our letter of April 1, 1981, regarding your preliminary plan submittal, we are approving a membrane waterproofing system (with epoxy coated top deck reinforcing steel) and an A.C. overlay on the main span of the Center Street bridge as agreed between Mr. Hart and Mr. Sears of our Washington Office.

Your request to provide deck protection by only epoxy coating the transverse deck reinforcement is not acceptable.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)



4211.

L.7

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

April 6, 1981

RECEIVED TECHNICAL SERVICES
APR 8 '81
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Ralph Hanley
City Manager
City of Salem
City Hall/555 Liberty Street S.E.
Salem, Oregon 97301

Dear Mr. Hanley:

Thank you for your letter of March 26, 1981, formalizing your commitment to completion of all actions prerequisite to placing the Salem Parkway under construction contract not later than June 1982.

Review of your letter indicates that further clarification of this matter is required. Our March 19th letter, in discussing City match funds, pointed out that the figures you furnished on March 13th included an error of about one million dollars, resulting from overlooking the fact that the City match fund requirement for the Marion Street Bridge is limited to $437,000. Marion County officials and staff are certainly aware that current estimates of Federal Aid Interstate Transfer projects costs are educated guesses at best. Notwithstanding same, the facts remain that officials at the highest levels are working to obtain a substantial increase in I-305 Transfer funding, and that, if Federal Interstate Transfer Funds are available for all projects likely to be ready for construction during Fiscal Year 1982 (including promised Salem Parkway), a substantial amount of additional City matching funds will be required.

Your comment on acquisition of right-of-way prior to the hearing on the Draft EIS, also indicates a misunderstanding of the County position. Our letter clearly stated that final decisions on the Salem Parkway cannot be made by the County Board of Commissioners until the public hearing is held. The County has no intent to circumvent procedures required by either State or Federal regulations. It is the intent of the Board of Commissioners to make no decision on the Parkway project until the Public Hearing has been held and all information presented has been fully evaluated.

However, it is absolutely essential that all concerned take every action possible, short of compromising the project, necessary to meet the expedited schedule agreed to in the March 13th meeting. It is Marion County's contention that, to meet said expedited schedule; all key actions be set-forth; the agency responsible for such action be identified; FHWA approvals (and other necessary approvals) of key actions be incrementally obtained; and most importantly, individuals responsible for key actions complete them with extraordinary diligence.

cc Freedenthal
Sent Ebrating
Boyd
Hart

It is obvious that extraordinary effort and diligence by all concerned has gone into the Willamette Bridge projects. Marion County applauds that effort. The same sort of effort is essential to the Parkway if commitments made March 13, 1981, are going to be met.

Your letter is valuable in clarifying the problems of match funds and right-of-way acquisition. Marion County's concern is that all concerned approach those problems and all the other problems inherent in a project of this magnitude with an attitude of "looking for solutions" rather than "for problems".

Sincerely,

BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

GTG:JJG:lk

cc: Senator Mark Hatfield
Senator Bob Packwood
Representative Denny Smith
Senator L. B. Day
Mayor Kent Aldrich
Fred Klaboe
✓Ed Hunter
Alan Hershey
George Grove

9271

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terp'n
Trout
Wakerlig

RECEIVED
APR 07 1981
ROAD DESIGN SECTION

In Reply Refer to File No.: PRO 6-2

April 2, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Willamette River (Marion St.) Bridge
Oregon Project No. F-IX-BRF-47(13)
Right-of-Way Clearance

Do Not File
Return To
Bring Up
Action

REFERRED TO
Beard — Stoudenmeyer
Cole — Mann
Eriksen — Watson
Hager — Dorn — Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contracter's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above mentioned project. This project is being prepared for our regular bid opening date of April 30, 1981 with a three week advertising period beginning April 9, 1981.

There are nine right-of-way files to be closed on this project. Two of the nine will be closed before April 30, 1981, they are:

File No.	Owner	Description
51419	City of Salem	Permit of Entry
51420	Division of State Land Board	Option Signed 3-20-81

The remaining seven files are condemnation files for which acquisition has not been completed but the State will have legal and physical possession by October 1, 1981, they are:

File No.	Owner	Description
51249	Grenley	Occupied building
51250	Reaney	Parking Lot
51251	Taylor	Occupied building
51252	Havck	Occupied building
51626	Weaver	Access taking only
51627	Sickler	Parking Lot
51628	Jones	Parking Lot

RECEIVED
APR 6 1981

Form 734-3122

We must get this project under contract at this time so the contractor can make use of the whole summer working in the river during the low water period. There are other factors involved such as increased costs due to inflation if there is a hold-up and the political pressure involved, but the low water work period is of tantamount importance.

We are of the opinion that this right-of-way restriction will not increase the cost of the project because the ratio of work that the contractor may preform unrestricted as to the amount of work in the restricted area is about eight or nine to one. This restricted work can be accomplished anytime after October 1, 1981 and before the completion date of August 1, 1983.

The contract specifications will contain the restrictive clause required in FHPM 6-4-1-6, paragraph 7h, quote:

108.13 Right-of-Way and Access Delays

The contractor will not be permitted to enter on the property between Front and Commercial Streets, shown hatched on sheet 2B-3 of the plans, prior to October 1, 1981, unless otherwise authorized in writing by the Engineer.

The property involved is shown hatched on sheet 2B-3 of the plans, a copy of this sheet showing the area is attached as well as a sheet showing the ramp alignment through the area.

Your concurrence in this public interest finding is requested so this urgently needed Project can proceed.

DAR:bc

cc:W.J.Hart
J.H.Versteeg
Rod Henry

WILLAMETTE RIVER (MARION ST.) BRIDGE SEC.

WILLAMINA - SALEM HIGHWAY
POLK & MARION COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index

Sec. 22, T. 7 S., R. 3 W., W. M.
SALEM

COMMERCIAL ST N.E.

FRONT ST. N.E.

WATER ST N.E.

NTER ST.

WILLAMINA - SALEM HWY.

"C" LINE

"DMC" LINE "DMF" LINE

"FM" LINE

"C" 31+89.57 P.O.T.
"DMC" 30+09.67 P.O.T. (44' Rt.)

"DMF" 32+14.75 P.C.

"FM" 31+80.93 P.T.

"FM" 31+12.71 P.C.

N. 68° 33' W.

"FM" 32+35.98 P.C.

"DMF" 33+03.23 P.T.

"DMC" 31+97.49 P.C.

"DMC" 32+94.75 P.C.C.

"FM" 33+85.00 P.O.C.
"DMC" 33+85.00 P.T. (5' Lt.)
"DMF" 33+85.00 P.O.T. (5' Lt.)

"FM" 31+35.57 P.O.T.

"FM" 35+03.06 P.C.S.

"FM" 37+63.06 P.O.T.
"FM" 37+63.06 P.T. (28.33' Lt.)

N. 53° 56' W.

N. 68° 39' 00" W.

Underground Tel. Cable

6" Gas

6" Water

24" Water

10" Water

8" Gas

4" Gas

Barrier - 50'

Approx. Paving Limits

Salem Electric Conduit

20" San.

P.G.E. Conduit

R/W

R.R. R/W

B.N.R.R.

"DMF" 80° R.C.L. Δ 85° 29' T 55.45'

"DMC" 106° R.C.R. Δ 51° 59' 30" T 51.47'

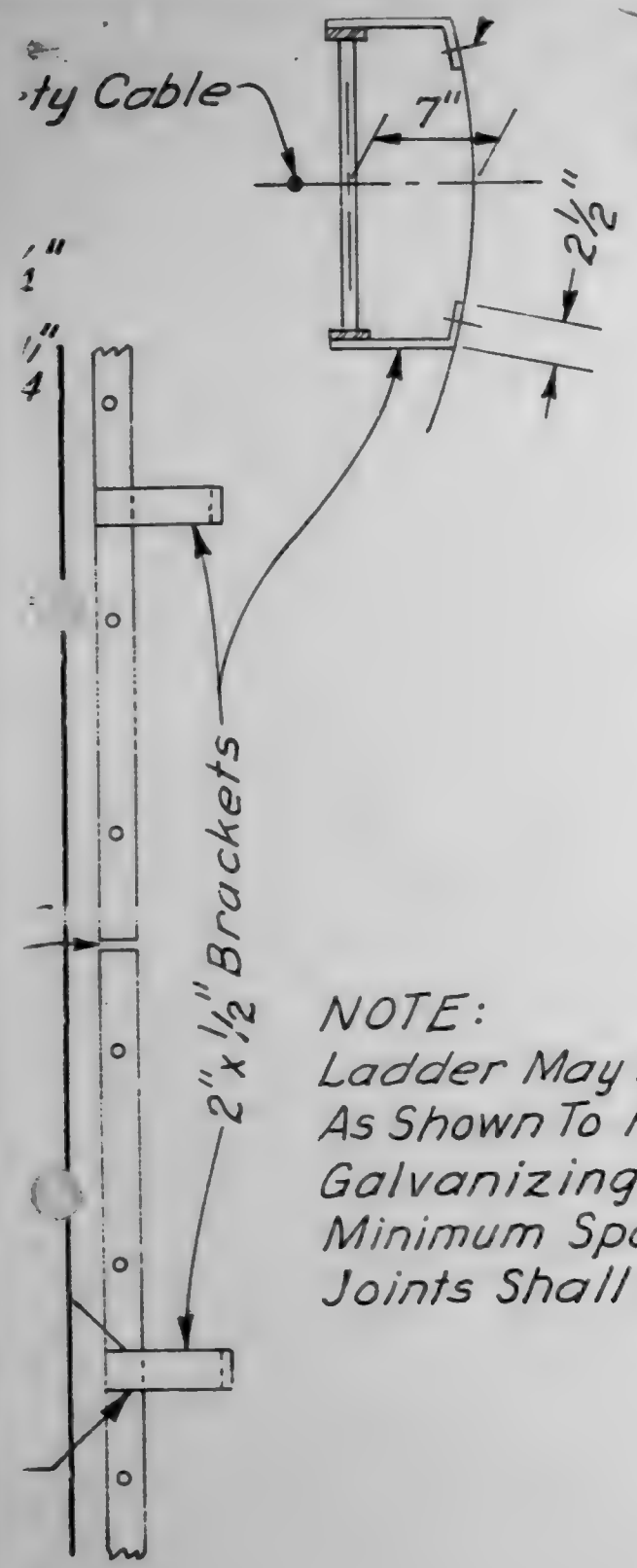
"DMC" 16° C.R. Δ 14° 20' 30" T 45.05'

"FM" 100° R.C.R. Δ 39° 05' 22" T 35.50'

"FM" 260' SP. S 42° 15' a 12.5'

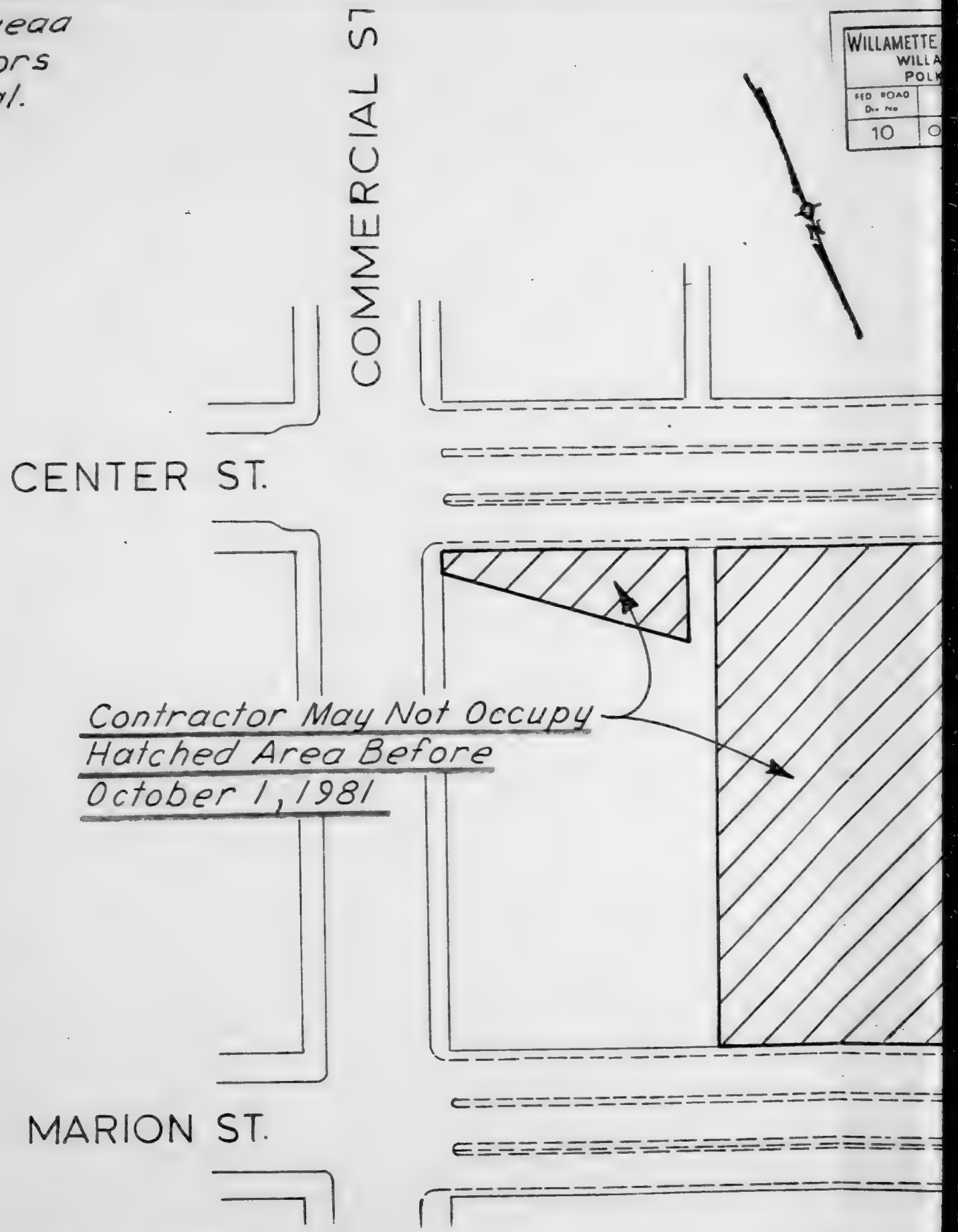
"FM" 32° 30' C.L. TD 129.03' Ts 390.20' Ts 510.42' 2230

c.)



3/8 ϕ Phillips Red Head
Non-Drilling Anchors
Or Approved Equal.

NOTE:
Ladder May Be Jointed
As Shown To Permit
Galvanizing.
Minimum Spacing Between
Joints Shall Be 16'-0"



WILLAMETTE RIVER (MARION ST.) BRIDGE SEC. WILLAMINA - SALEM HIGHWAY POLK & MARION COUNTIES				SHEET No. 28-3
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

⅞ ø Phillips Red Head
Non-Drilling Anchors
Or Approved Equal.

2½"

May Be Jointed
wn To Permit
izing.
m Spacing Between
Shall Be 16'-0"

COMMERCIAL ST

FRONT ST.

CENTER ST.

Contractor May Not Occupy
Hatched Area Before
October 1, 1981

MARION ST.

9291 C

STATE OF OREGON

INTEROFFICE MEMO

30

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: April 1, 1981

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening 4-30-81

Federal-aid Project No. F-IX-BRF-47(13) Highway No. 30 State

Federal-Aid Project Name Willamette Riv. (Marion St.) Bridge (Salem)

Right of Way acquisition for this project has not been completed. Only two parcels are required for the main river crossing and the State will have legal and physical possession of these parcels by April 30, 1981. These parcels include:

51419 51420	City of Salem Division of State Lands	Permit of Entry Option signed 3-20-81. To be presented to State Land Board on 4-20-81.

The following files are required for the easterly bridge approach ramps. Acquisition has not been completed on any of these files but the State will have legal and physical possession of all parcels by October 1, 1981.

51249	Grenley	occupied building
51250	Reaney	parking lot
51251	Taylor	occupied building
51252	Havck	occupied building
51626	Weaver	access taking only
51627	Sickler	parking lot
51628	Jones	parking lot
51629	Argo Invest. Co.	parking lot

There will be displacement of businessess and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, all displaced businessess will be provided relocation payments, if eligible, and relocation assistance.

RH:jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

7271 30

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/1/81
Donald L Rout
John

April 30, 1981 Bid Letting _____ All Clear Deadline

SECTION Willamette R (Marion St.) Br.
Highway Willamina-Salem (30)
County Marion Region 2
Type of Work Str-IRamp-Sig-Illum Funds FAI-X HBR &
State ___ Consultant ___ Plans Avail. ___ Yes ___ No State

Marine Board 2
Inland Navigation Permit
Corps of Engineers
DSL
Coast Guard
City Noise Variance
~~Erosion Control Clearance~~
Holiday Traffic/Work
Excess Mat'l Disposal

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration		X			X
Project Assessment	X				
Write-off Letter		X			X
PERMITS:					
Division of State Lands		X			X
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard		X			X
Co. Conditional Use	X				
NPS Air Pollution		X			X
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

9291

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Projects IX-47(7) & BRF-47(9)
Center (Br. 123K) Marion (Br. 7253B Sts.
Bridges Across Willamette River, Salem

Date: April 1, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your preliminary plan submittals on the above projects (including the "half cell" readings and the Foundation Report Addendum No. 2). Your comments indicate you have adequately considered all items we have brought to your attention, and we concur with your proposed actions.

We also agree with your proposal to use membrane waterproofing (with epoxy coated top deck reinforcing steel on new construction) and an A.C. overlay on both structures except for the main spans of the Center Street bridge. This section will use epoxy coated deck reinforcing steel as protection against possible steel corrosion.

Accordingly, the preliminary bridge plans submitted are approved.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
APR 7 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3 - 81

9291

CENTER ST. - MARION ST. BRIDGES

ESTIMATED COST AT CONTRACT TIME

CENTER ST. & R/W	$ 25,000,000	
MARION ST.	12,900,000	
TOTAL ESTIMATED COST		$ 37,900,000

FUNDING

CENTER ST. & R/W

HBR (80% Fed.)	$ 20,000,000	
STATE MATCH	5,000,000	
		$ 25,000,000

MARION ST.

ORIG. CO.-CITY COMMIT.		
FAIX (85% Fed.)	$ 2,678,000	
LOCAL MATCH	472,000	
		$ 3,150,000
ECONOMIES TO CENTER ST.		
HBR (80% Fed.)	$ 2,300,000	
STATE MATCH	600,000	
		$ 2,900,000
PROPOSAL		
FAIX (85% Fed.)	$ 4,600,000	
STATE MATCH	800,000	
		$ 5,400,000
FAP (88% Fed.)	$ 1,280,000	
STATE MATCH	170,000	
		$ 1,450,000
TOTAL MARION ST.		$ 12,900,000

March 1981

MARION ST. BRIDGE

ESTIMATED COST AT CONTRACT TIME

TOTAL ESTIMATED COST		$ 12,900,000

FUNDING

ORIG. CO.-CITY COMMIT.		
FAIX (85% Fed.)	$ 2,678,000	
LOCAL MATCH	472,000	
		$ 3,150,000
ECONOMIES TO CENTER ST.		
HBR (80% Fed.)	$ 2,300,000	
STATE MATCH	600,000	
		$ 2,900,000
PROPOSAL		
FAIX (85% Fed.)	$ 4,600,000	
STATE MATCH	800,000	
		$ 5,400,000
FAP (88% Fed.)	$ 1,280,000	
STATE MATCH	170,000	
		$ 1,450,000
TOTAL MARION ST.		$ 12,900,000

March 1981

NOTED
H.S. COULTER

CENTER ST. - MARION ST. BRIDGES

ESTIMATED COST AT CONTRACT TIME

CENTER ST. & R/W	$ 25,000,000	
MARION ST.	14,000,000	
TOTAL ESTIMATED COST		$ 39,000,000

FUNDING

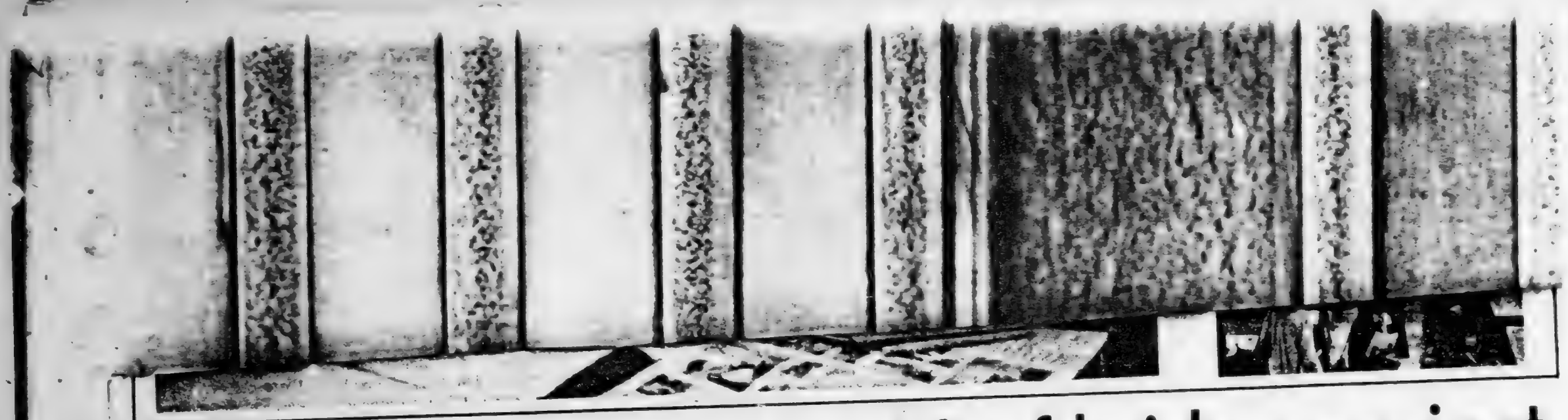
CENTER ST. & R/W

HBR (80% Fed.)	$ 20,000,000	
STATE MATCH	5,000,000	
TOTAL CENTER ST. & R/W		$ 25,000,000

MARION ST.

ORIG. CO.-CITY COMMIT.		
FAIX (85% Fed.)	$ 2,678,000	
LOCAL MATCH	472,000	
		$ 3,150,000
ECONOMIES TO CENTER ST.		
HBR (80% Fed)	$ 2,300,000	
STATE MATCH	600,000	
		$ 2,900,000
PROPOSAL		
FAIX (85% Fed.)	$ 6,760,000	
STATE MATCH	1,190,000	
		$ 7,950,000
TOTAL MARION ST.		$ 14,000,000

October 1980



State DOT comes to aid of bridge project

By LANCE DICKIE
Statesman-Journal Reporter

The state Department of Transportation has shored up the city of Salem and Marion County, which fell short of the money needed to widen the Marion Street Bridge.

A $2.1 million advance plus cash assistance from the state will bring in about $4 million of the estimated $14 million project cost, according to figures provided by state and local officials.

Federal law requires highway projects be fully funded before work can begin. Local officials found themselves millions of dollars short and their April bid date in jeopardy when a federal allocation fell short by almost 50 percent.

Marion Street Bridge will be widened from two lanes to four. New lanes are to be added on a set of piers beside the span now in place.

The widening is part of a larger bridge project that involves construction of a new four-lane Center Street Bridge.

The bridge widening is one of about 10 projects to be funded largely with federal dollars originally destined for a freeway spur, Interstate 305, which would have linked the Chemawa I-5 interchange with Liberty and Commercial streets in north Salem.

Oregon is one of 15 states in which communities used money destined for freeways on other highway projects. The amount distributed is subject to the discretion of Congress each year.

Salem asked for $14 million to begin work on the bridge and a related roadway project. The bridge share was $9.4 million.

The city eventually received $7.3 million, more than enough for the roadway project, but short of what was needed for the bridge.

That shortfall touched off a search for money that has drawn accolades from city and county officials for the Transportation Department's cooperation and the state's general help in getting the bridge projects under way.

One agreement about to be concluded between state and local governments calls for a loan of $2.1 million from April until October. Transportation director Fred Klaboe said the state will advance the money against federal I-305 payments.

The city's share of local matching funds for Marion Street Bridge is about $435,000 and the county's share is about $37,000.

Those are 1978 figures that are frozen and the state has agreed to protect the city and county from increases.

Given the current budget figures for the bridge, the state could be picking up about $1.2 million or more.

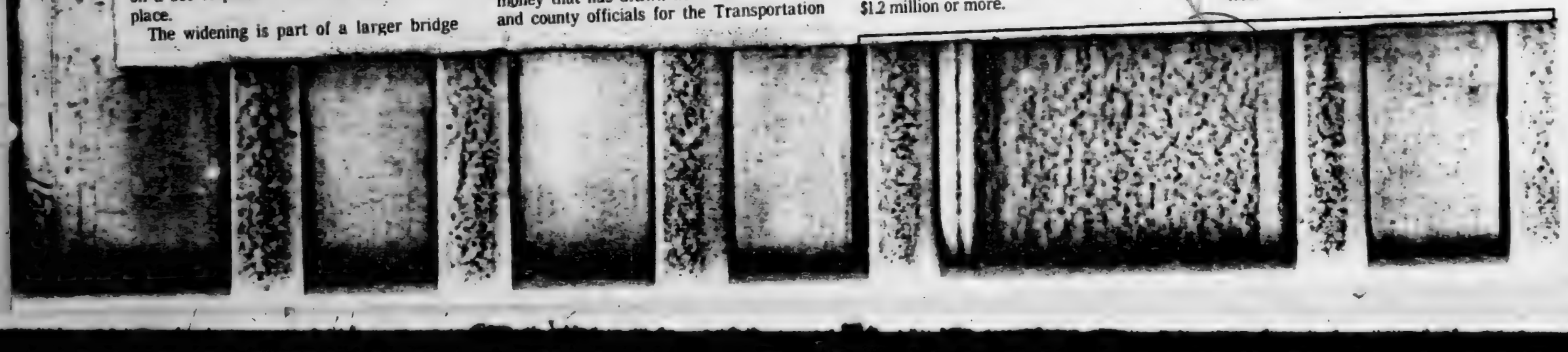
The balance of the bridge money, about $2.9 million, will come from federal funds for the Center Street Bridge and more state cash assistance.

Center Street Bridge is being built with money specifically mentioned in a bridge replacement act passed by Congress.

The act allows construction of a detour facility to route cars over the river while the bridge is razed to make way for new construction.

Since the widened Marion Street Bridge can serve as a detour, Klaboe said, $2.3 million of the federal funds from the Center Street Bridge can be applied to the widening project.

The state is paying $600,000 in matching funds to attract the $2.3 million in federal dollars.



VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 23, 1981

RECEIVED
STATE HWY ENGR
MAR 24 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: Mayor Kent Aldrich
Members of Salem City Council

FROM: Gerald W. Wimer
Region Construction Engineer, OSHD

SUBJ: Marion and Center Street Bridges
Willamette River

ISSUE:

Request for variance from SRC 93.090 Construction Noise Hours in order to allow timely bridge construction and shortest term traffic disruption.

BACKGROUND:

City Council held a Public Hearing on the Draft Environmental Statement (EIS) for this project on December 10, 1979.

The Final EIS was fully approved on July 16, 1980, by the Federal Highway Administration.

City Council on March 9, 1981, approved the City-State Construction/ Finance Agreement for the Marion Street Bridge.

FACTS & FINDINGS

The Oregon State Highway Division (OSHD) is now finalizing construction plans and special provisions for the Marion Street Bridge Project.

In the finalizing of these special provisions, OSHD has determined that it needs to ask for a variance from the Construction Noise time lines as listed in SRC 93.090.

SPECIFICALLY:

1. SRC 93.090 limits Construction Noise to 7:00 a.m. to 6:00 p.m.

2. In order to allow shortest delays to the least traffic, OSHD is proposing to allow double shift construction and in some cases night time construction (3rd shift). This will require a variance:

A. To allow construction activities between 10:00 p.m. and 6:00 a.m. on Sunday through Thursday nights for the following types of work:

1. Cut the existing deck over the outside beam.

2. Drill holes through existing deck and install concrete median and shoulder barrier.

3. Complete removal of the existing AC pavement on the easterly approach.

4. Remove existing sign structures and install new ones.

5. Other unavoidable night work as authorized by the Engineer.

These items of night work will be at various times throughout the life of the construction contract.

B. To extend contractor working hours to allow work from 6:00 p.m. to 10:00 p.m. (start 1 hour earlier and end 4 hours later than SRC 93.090).

ALTERNATIVES:

1. Do not grant variance A and thereby seriously add to downtown traffic congestion. The not granting of variance B requires another 6 months construction time for each bridge.

2. Grant variance A and thereby affect the minimum amount of traffic the least. Granting variance B allows completion of both structures in the minimum practical time.

SUMMARY OF REQUEST:

That Council grant OSHD a variance to SRC 93.090 allowing the above conditions.

Attch.

cc:	City Manager Ralph Hanley	w/attch.	Salem Revised Code 93.090
	Acting Public Works Director Lou McNicoll	"	Final Environmental Impact
	Asst. Public Works Director Ron Merry	"	Statement Construction Noise
	Traffic Administrator Doug VanDyke	"	Specification
	Project Engineer Ralph Lambert	"	
	City Attorney William Juza	"	

bc:	H. S. Coulter	w/attch.
	E. S. Hunter	"
	Hal Versteeg	"
	Walt Hart	"
	Gary Potter	"
	Jack Sullivan	"
	Art Gottfried	"

93.005. DECLARATION OF PURPOSE. It is hereby found and declared that:

(a) The making and creation of excessive, unnecessary or unusually loud noises within the limits of the City of Salem is a condition which has existed for some time and the extent in volume of such noises is increasing;

(b) The making, creation or maintenance of such excessive, unnecessary, unnatural or unusually loud noises which are prolonged, unusual and unnatural in their time, place and use affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the City of Salem; and

(c) The necessity in the public interest for provisions and prohibitions hereinafter contained in this chapter, is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the City of Salem and its inhabitants. (Ord No. 166-78)

93.010. LOUD AND UNNECESSARY NOISE GENERALLY. It shall be unlawful for any person to create, assist in creating, permit, continue or permit the continuance of any excessive, unnecessary or unusually loud noise or any noise which either annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others, within the limits of the city. (Ord No. 3408;Ord No. 80-74)

93.015. MOTOR VEHICLE RACE TRACKS. It shall be unlawful for any person to operate or permit to be operated a motor vehicle race track in any residentially zoned district within the city. (Ord No. 80-74)

93.020. USE OF VEHICLES, ENGINES, ETC. It shall be unlawful for any person to use any automobile, motorcycle, streetcar or other vehicle, engine, stationary or moving, instrument, device or thing so out of repair, so loaded or in such a manner as to create loud and unnecessary grating, grinding, rattling or other noise. (Ord No. 4276)

93.030. HORNS AND SIGNALING DEVICES GENERALLY. The sounding of any horn or signaling device on any automobile, motorcycle, streetcar or other vehicle on any street or public place of the city, except as a necessary warning of danger to property or person, is unlawful. (Ord No. 4276)

93.040. GONGS AND SIRENS. The use of any gong or siren upon any vehicle, other than a police, fire or other emergency vehicle, shall be unlawful. (Ord No. 4276)

93.050. STEAM WHISTLES. The blowing of any steam whistle attached to any stationary boiler, except to give notice of the time to begin or to stop work or as a warning of danger, is unlawful. (Ord No. 4276)

93.060. UNMUFFLED MECHANICAL DEVICES GENERALLY. The use of any mechanical device operated by compressed air, steam or otherwise unless the noise created thereby is effectively muffled and reduced, shall be unlawful. (Ord No. 4276)

93.070. UNMUFFLED GASOLINE ENGINES. It shall be unlawful for any person to operate or to cause or permit to be operated any gasoline engine without having the same equipped and using thereon a muffler in good working operation, to prevent excessive or unusual noise and annoying smoke. (Ord No. 4276;Ord No. 118-71)

93.080. MUFFLER CUT-OUTS PROHIBITED. The use of muffler cut-out on any motor vehicle upon a highway is hereby prohibited. (Ord No. 4276)

93.090. BUILDING OPERATIONS. The erection, demolition, alteration or repair of any building or excavation thereof, other than between the hours of 7:00 a.m. and 6:00 p.m. shall be unlawful, except any person repairing, maintaining or constructing a building upon his own premises may continue such activity until 9:00 p.m., if the same does not create any unreasonable or unnecessary noise, or in case of urgent necessity in the interest of public safety. (Ord No. 4276)

93.100. USE OF RADIOS, LOUDSPEAKERS, ETC., GENERALLY. The use or operation of any automatic or electrical piano, phonograph, graphophone, victrola, radio, loudspeaker or any instrument or sound-producing or sound-amplifying device of like character so loud as to disturb persons in the vicinity thereof or in such a manner as renders the same a public nuisance is hereby prohibited; provided, however, that upon application to the council, permits may be granted to responsible organizations to broadcast programs of music, speeches or general entertainment as a part of and in recognition of the community celebration of national, state or city events, public festivals or outstanding events of a noncommercial character, if not audible over fifty feet distant from the speaker; and provided, that traffic on the streets is not obstructed by the reason thereof. (Ord No. 4276)

93.110. USE OF LOUDSPEAKER ON VEHICLES. (a) Where prohibited. It shall be unlawful for any person, from any motor or other vehicle upon the streets or alleys of the city, to broadcast by radio or to broadcast in any other manner by means of a loudspeaker or similar device

Construction Noise. Construction noise is an impact on the adjoining community. The type and use of equipment, detour routes, haul routes and various construction techniques all contribute to this additional noise.

Construction noise is considered a temporary problem. It depends upon the complexity and duration of the project, and it rarely occurs in any one location for an extensive length of time. It is impractical to make an estimate of composite construction noise levels in light of all the variables of time, technique and equipment.

One method of construction noise abatement would be the imposition of construction time constraints, especially for activities done near sensitive receptors and/or for normally quiet times of the day or week. Such constraints will become a part of project contract specifications as follows:

From 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays.

Finally, should a specific construction noise impact complaint occur during the contract period it will be investigated. Where practicable, abatement will be used.

9291

RECEIVED
MAR 23 1981
MARION COUNTY
BOARD OF COMMISSIONERS

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1981

Marion County Board
of Commissioners
Courthouse
Salem, Oregon 97301

IN REPLY REFER TO
FILE NO.:
CON 19

Gentlemen:

Federal Aid Funding
Willamette River (Marion St.) Bridge (Salem)

We plan to advertise the subject project for an April 30 bid letting.

This letter confirms the arrangements made with you concerning the loan of other Federal Aid funds to cover the shortage of Interstate Transfer funds. We have obligated Federal Aid Primary Funds to offset the shortfall in Interstate Transfer Funds for this fiscal year.

When additional Interstate Transfer Funds are made available to you after October 1, 1981, we will withdraw the Primary money from the project funding and replace it with Interstate Transfer Funds.

It is appropriate that our records show the verbal understanding we have made. Please indicate your agency's concurrence by signing below.

Sincerely,

F. B. Klaboe
Director

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MAR 30 '81
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FOR
Info | Inver | R/D | D/R | Sign | Act | File

cc Mid Willamette Valley COG
City of Salem
Federal Highway Administration

MARION COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

Date _____

RECEIVED
DOT DIRECTOR
MAR 26 '81
REFER TO
Counties
FILE

9211

ROW

STATE OF OREGON

INTEROFFICE MEMO

TO: Jim Dixon, Region 2
Right of Way Supervisor

DATE: March 18, 1981

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Willamette River
(Marion St.) Bridge
Willamina-Salem Highway

Walt Hart asked us to set a completion date for the right-of-way acquisition of this project. It appears there will be several condemnations of the improved properties and it would be unrealistic to attempt to take possession of the properties before October 1, 1981.

Please carry on negotiations in a manner that will guarantee possession of all the required right-of-way by October 1.

RH:jh

cc: E. S. Hunter
Walt Hart

NOTED
E. S. HUNTER

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

9271

30

ROAD DESIGN SECTION

DES 16-1

Gary Potter, Manager
Environmental Section

March 17, 1981

cc Adrian Olson
Tony

A. D. Olson
Preliminary Design Engineer

Marion Street Bridge
Willamina-Salem Highway
Marion and Polk Counties

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Troyer
Wakerlig

RECEIVED
MAR 18 1981
ROAD DESIGN SECTION

this to file

John - Salem copy 2
ob

Return To
Bring ___/___/___
Action

In the Environmental Impact Statement on the Center and Marion Street Bridges, the section on construction noise stated:

> "...One method of construction noise abatement would be the imposition of construction time constraints, especially for activities done near sensitive receptors and/or for normally quiet times of the day or week. Such constraints will become a part of project contract specifications as follows:
>
> "From 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays..."

In the development of the final plans for the Marion Street Bridge widening, we find that it will be necessary to temporarily close traffic lanes as we stage the construction. One portion of this work will probably need to be done with the heat of the sun on the work. We are advised that a review of the hourly traffic counts indicate closure of a lane should be avoided between 6:30 a.m. and 10:00 p.m. on weekdays.

We propose to provide in the specifications that certain work can be done on a Sunday morning and that certain other work will need to be done between 10 00 p.m. and 6:00 a.m. on weekdays. The work to be done during these times will be kept to a minimum.

We believe this conforms with the intent of the Environmental Impact Statement. Your concurrence or comments are requested.

cc: Adrian Olson
Tony George
this to file

ADO:ja

cc E. S. Hunter

3-17-81

Adrian:
OK with us. Final noise study report will be modified consistent w/ above. We will also check for existence of local noise ordinance.

GLP

9291

ROW 18-4

March 16, 1981

Mr. Robert V. James
Operations Manager
Salem Electric Co.
6337th Street, NW
Salem, OR 97304

Electric Vault Conflict
Willamette River (Marion St.)
Bridge Section
Willamina-Salem Highway
Marion County
Project No. F-IX-BRF-47

Bids will be received by the Oregon Transportation Commission on the above-titled project on April 30, 1981. Two electric vaults and manholes, located 25-feet left of Station "M" 32+65 and 23-feet left of "M" 32+75, owned by Salem Electric conflict with the widening of the approach to the Marion Street bridge over the Willamette River.

The electric vaults and manholes are located on public road right of way, therefore, the cost of adjustment, relocation or protection is non-reimbursable under State policies and procedures, and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated June 28, 1973.

I have been advised by Don Bedford that Salem Electric wishes the State to provide an access tunnel into the bridge approach embankment as part of the highway construction project. The construction of the access tunnel will eliminate the conflict with the proposed project and any necessity to relocate the vaults. Salem Electric would be required to reimburse the State for the additional cost of providing the access tunnel.

The State has included the construction of access tunnel in the plans for the project. Copies of preliminary plan sheets showing the proposed access tunnel are attached. Estimated cost of tunnel is as follows:

Cost of Access Tunnel	$ 7,800
Cost of Working Around Underground Facilities	2,000
Subtotal	$ 9,800
Field Engineering and Contingencies (10%)	980
Design Engineering	420
TOTAL	$11,200

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FOR
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The above-estimated cost does not include the cost of supporting the concrete-encased electrical ducts across footing excavations. The support of the ducts is the responsibility of Salem Electric.

The access tunnel construction will not be carried as a separate bid item for the project but will be included in the overall lump sum items for concrete, reinforcing steel, etc. The estimated cost above will, therefore, be the cost to Salem Electric for the construction of the access tunnel.

Upon award of the contract for the subject project, Salem Electric will be advised of the name of the successful low bidder and the time and date of the pre-construction conference. The construction of the access tunnel can be coordinated between the State, the contractor and Salem Electric at the time.

Upon completion of the access tunnel, Salem Electric will be billed the estimated cost of $11,200.

If the terms as set forth above for the construction of and the payment for the access tunnel is acceptable to Salem Electric, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC/vlw
Attach.

APPROVED:

SALEM ELECTRIC

DATE_____

BY_____

_____

BC: E. S. Hunter
Walt Hart
John Tindall
C. O. Fredrickson
Art Gottfried
Don Bedford

9291

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16591
Serial 84
11 March 1981

State of Oregon Department of Transportation
Highway Division
ATTN: Mr. E. S. Hunter
Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

RE: Proposed replacement of Center Street Bridge and modification of Marion Street Bridge, Willamette River at Salem, Oregon

Gentlemen:

Enclosed is bridge permit amendment (19-81) dated 3 March 1981, approving location and plans for the above-referenced bridge replacement project.

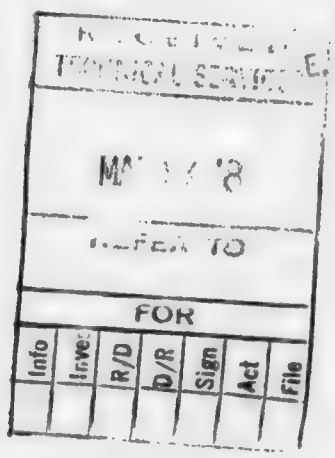
It is requested that you notify this office at the time of start of construction and at monthly intervals thereafter until completion of the project. It is suggested that the report include a copy of the permit drawings with color pencil marking of the work to be performed. A final report is required upon completion of the project. The report should state that the work was accomplished in accordance with the approved plans. Please note that special condition number one specifies that there shall be no deviation from these plans without the prior approval of the Commandant, U.S. Coast Guard.

Your cooperation is appreciated.

Sincerely,

J. H. HOLMEAD III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: Bridge permit amendment (19-81)



3-16-81

It's a law we can live with.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, DC 20593
PHONE:

MAR 3 1981

AMENDMENT TO BRIDGE PERMIT
(19-81)

WHEREAS by permits issued 6 February 1950 and 14 May 1951 the Secretary of the Army approved the location and plans of the Marion Street Bridge, mile 84.4, and the Center Street Bridge, mile 84.5, respectively, across the Willamette River at Salem, Oregon, under authority of the General Bridge Act of 1946, and that the bridges were constructed as part of a bridge project;

AND WHEREAS condition 4 of those permits provides that no deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Secretary of the Army;

AND WHEREAS the functions, powers and duties of the Secretary of the Army under said act were transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and have been delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS the - STATE OF OREGON - has submitted for approval plans indicating modification to the bridge project;

NOW THEREFORE, This is to certify that the location and plan sheets 1, 2 and 3(of 5) dated October 1980 and sheets 4 and 5 revised 14 October 1980 hereby approved supersede the plans previously approved and are subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structures unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to modification of the bridge project. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may effect navigation shall be given to the District Commander during modification of the bridge project. The channel or channels through the structures shall be promptly cleared of all obstructions placed therein or caused by the modification of the bridge project to the satisfaction of the District Commander, when in his judgment the modification work has reached a point where such action should be taken, but in no case later than ninety days after the bridge project has been opened to traffic.

SPEED LIMIT 55
It's a law we can live with.

MAR 3 1981

AMENDMENT TO BRIDGE PERMIT: Bridges across the Willamette River at Salem, Oregon (19-81)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U.S. Army Corps of Engineers, Portland District or any other federal, state or local authority having cognizance of any aspect of the location, modification or maintenance of said bridge project.

4. All parts of the existing to be modified Marion Street Bridge, mile 84.4, and the existing to be replaced Center Street Bridge, mile 84.5, across the Willamette River, not utilized in the new bridge project shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new modified bridge project will be allowed for such removals and clearances.

5. When the proposed bridge project is no longer used for transportation purposes, it shall be removed in its entirety and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge project upon due notice from the District Commander.

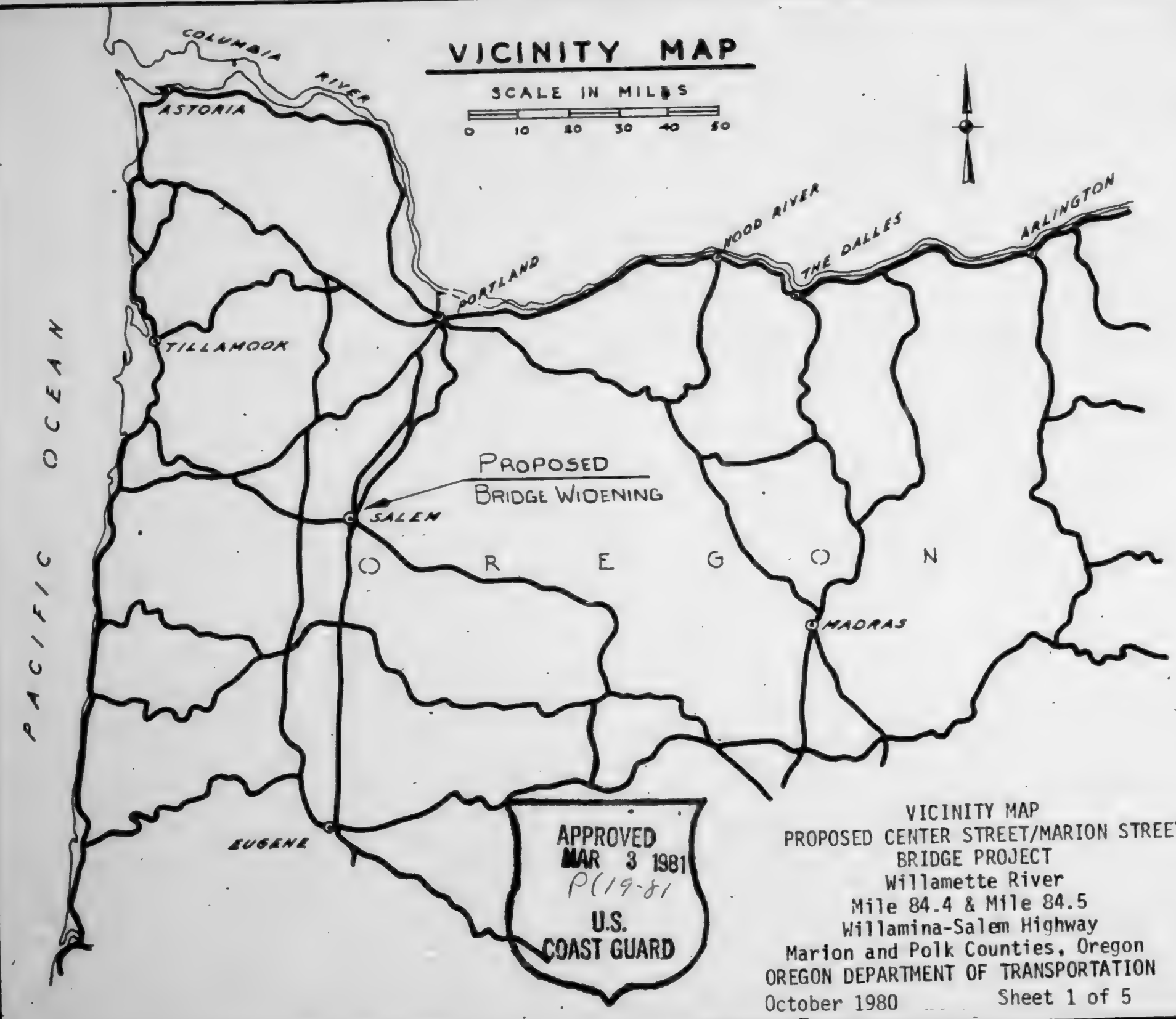
6. The approval hereby granted shall cease and be null and void unless modification of the bridge project is commenced within 3 years and completed within 5 years after the date of this permit.

A. T. MESCHTER
Acting Chief, Bridge Administration Division
By direction of the Commandant

VICINITY MAP

SCALE IN MILES

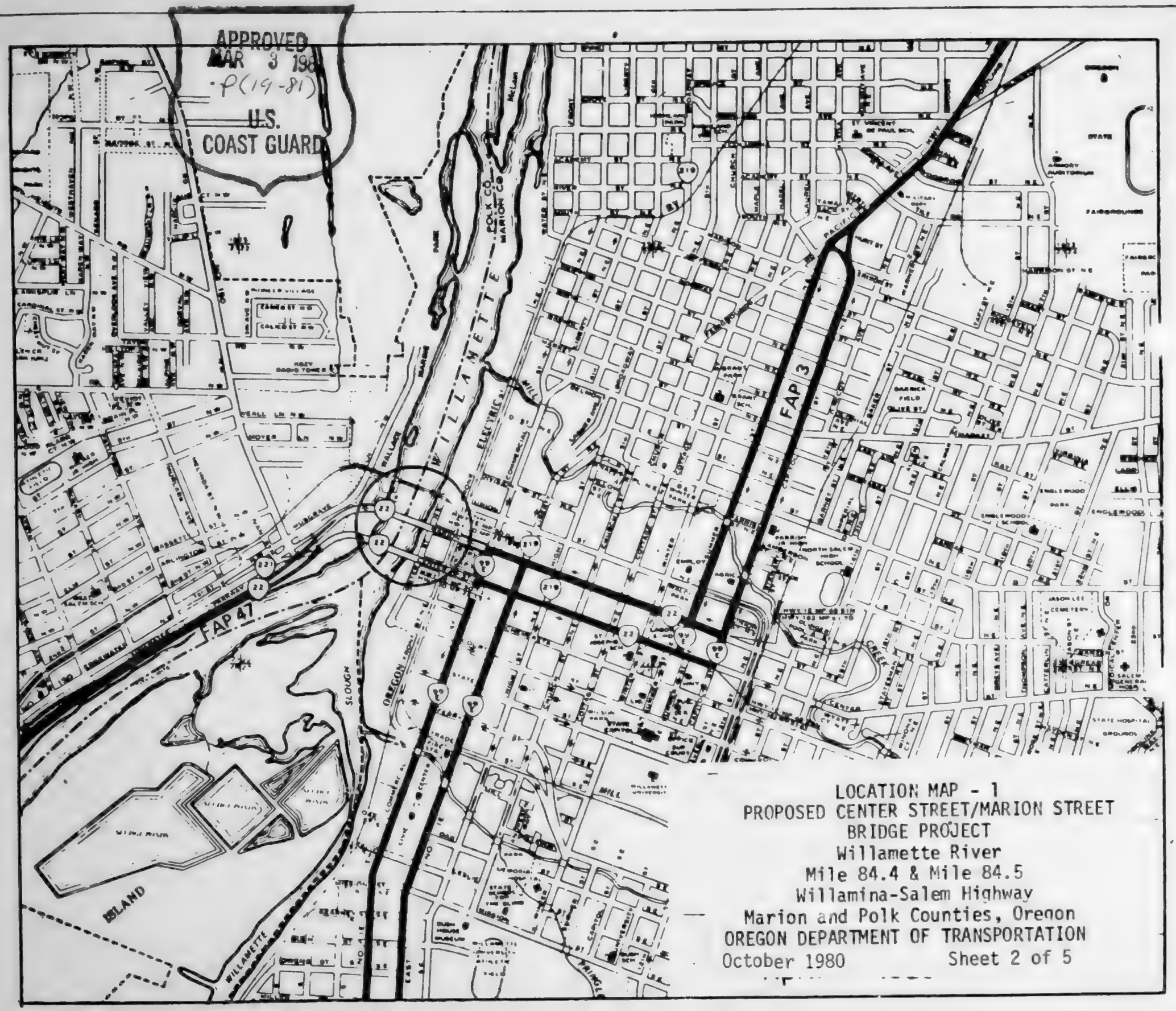
0 10 20 30 40 50



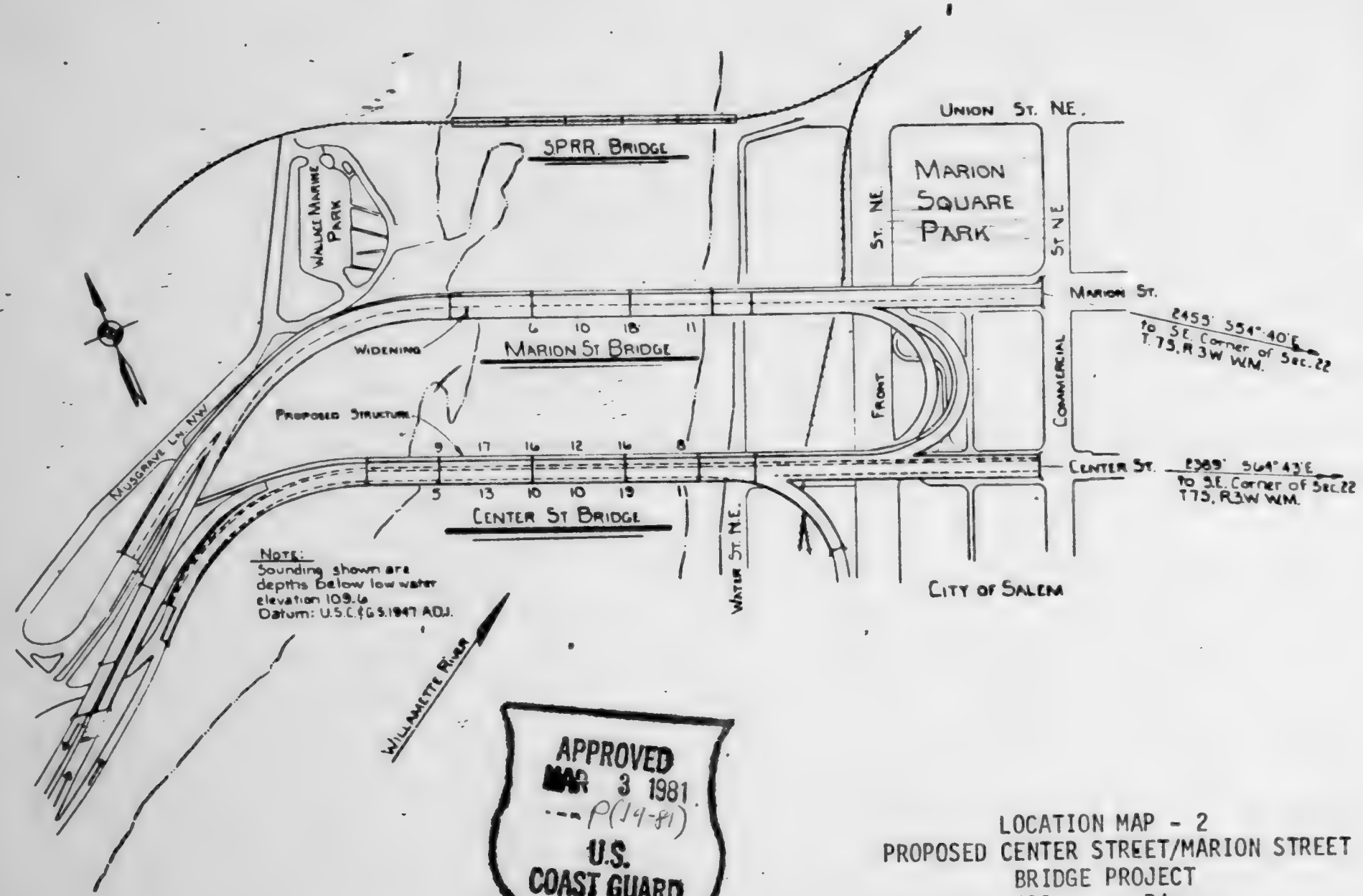
APPROVED
MAR 3 1981
P(19-81
U.S.
COAST GUARD

VICINITY MAP
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 1 of 5

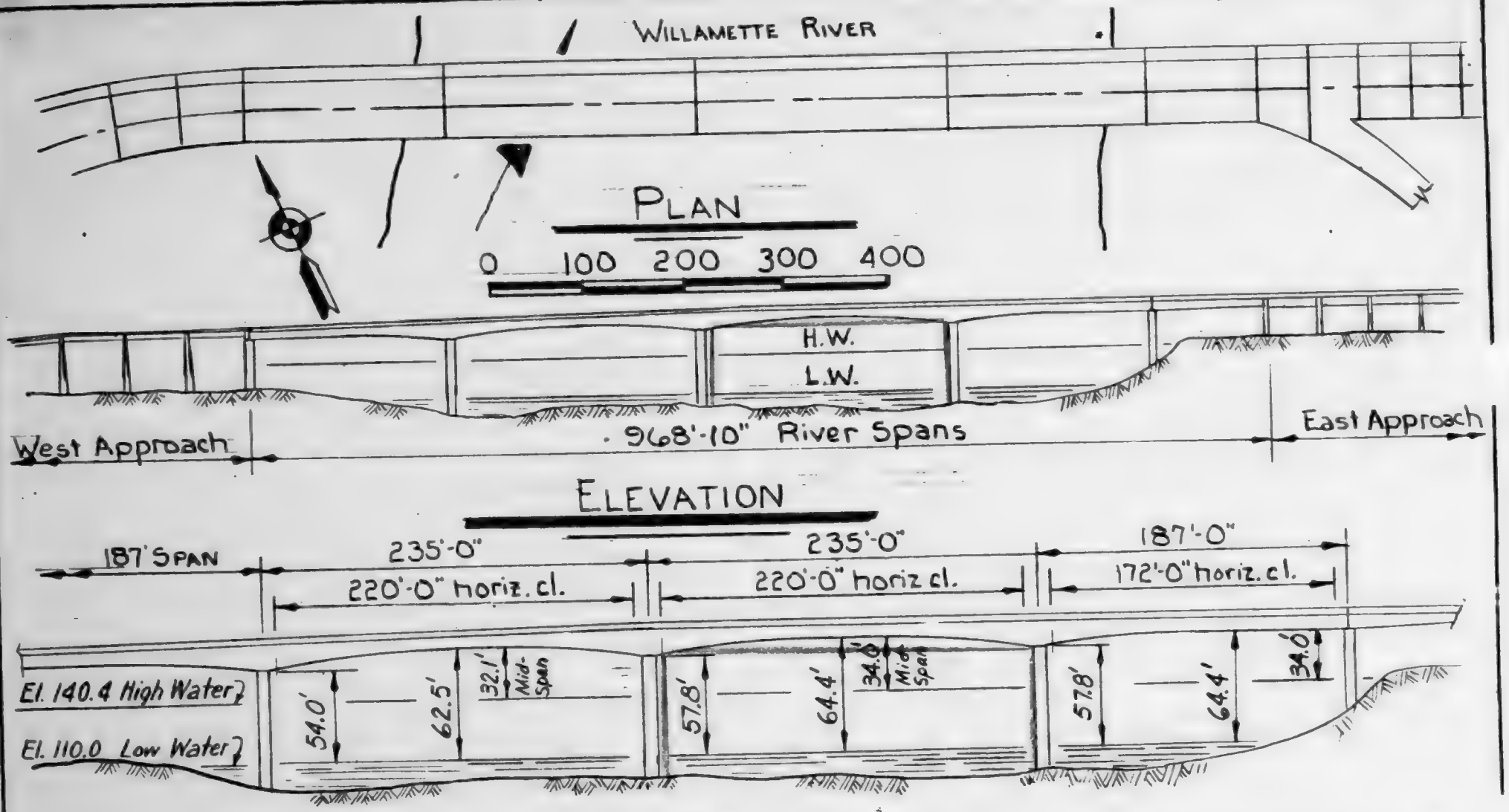
APPROVED
MAR 3 1981
P(19-81)



LOCATION MAP - 1
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 2 of 5



LOCATION MAP - 2
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 3 of 5



ELEVATION

CHANNEL CLEARANCE

0 100 200

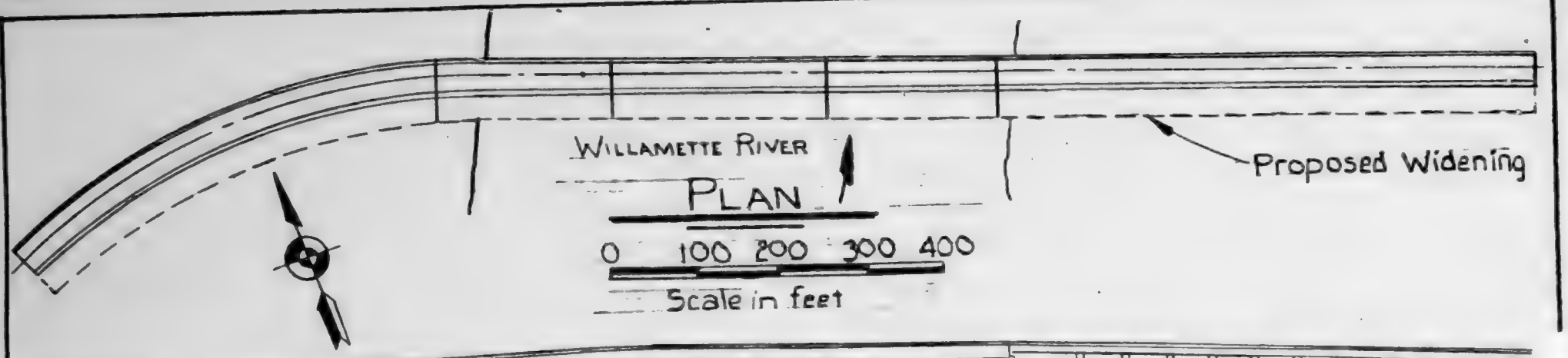
Datum:
U.S.C.&G.S. 1947 ADJ

APPROVED
MAR 3 1981
P(19-81)
U.S.
COAST GUARD

NOTE:
High water elev. 142.8 - 1% frequency.
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 - 2% frequency.

Vertical clearances revised 10/14/80

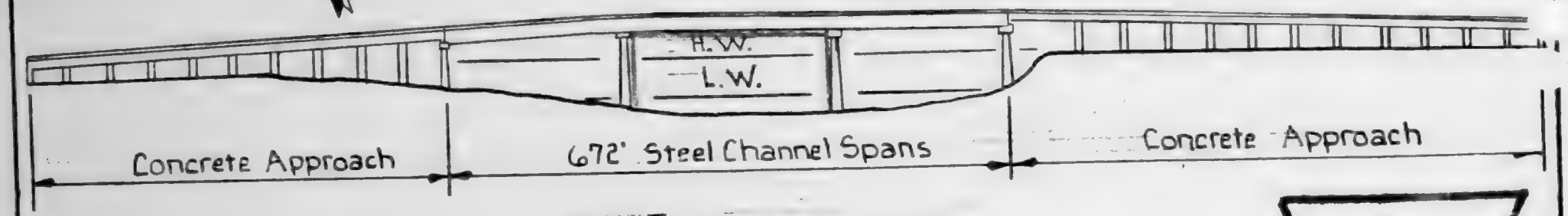
Revised Drawing
PROPOSED CENTER STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 4 of 5



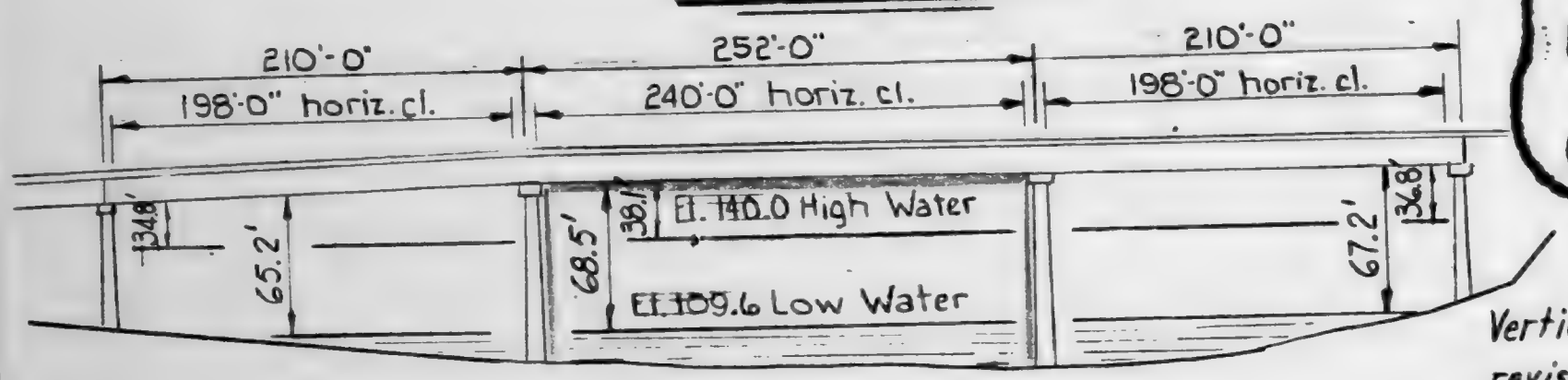
PLAN

0 100 200 300 400

Scale in feet



ELEVATION



ELEVATION OF CHANNEL SPANS

0 50 100 150 200

Scale in feet

APPROVED
MAR 3 198[illegible]
(19-F1)
U.S.
COAST GUARD

Vertical clearances revised 10/14/80

Datum:
U.S.C.& G.S, 1947 ADJ.

NOTE:
High Water elev. 142.4 = 1% frequency
Vertical clearances are to low water elev. 109.6
and to high water elev. 140.0=2% frequency.

Revised Drawing
PROPOSED MARION STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 5 of 5

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: Gary Potter, Manager
Environmental Section

DATE: March 6, 1981

FROM: A. D. Olson
Preliminary Design Engineer

NOTED
E. S. HUNTER

SUBJECT: Marion Street Bridge
Willamina-Salem Highway
Marion and Polk Counties

In the Environmental Impact Statement on the Center and Marion Street Bridges, the section on construction noise stated:

> "...One method of construction noise abatement would be the imposition of construction time constraints, especially for activities done near sensitive receptors and/or for normally quiet times of the day or week. Such constraints will become a part of project contract specifications as follows:
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> "From 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays..."

In the development of the final plans for the Marion Street Bridge widening, we find that it will be necessary to temporarily close traffic lanes as we stage the construction. One portion of this work will probably need to be done with the heat of the sun on the work. We are advised that a review of the hourly traffic counts indicate closure of a lane should be avoided between 6:30 a.m. and 10:00 p.m. on weekdays.

We propose to provide in the specifications that certain work can be done on a Sunday morning and that certain other work will need to be done between 10 00 p.m. and 6:00 a.m. on weekdays. The work to be done during these times will be kept to a minimum.

We believe this conforms with the intent of the Environmental Impact Statement. Your concurrence or comments are requested.

ADO:ja

cc E. S. Hunter

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
MAR 6 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

-4391

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
123K, 7253B

March 4, 1981

E. J. Valach, Acting Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Willamette River (Center & Marion Street, Salem) Bridges
Willamina-Salem Highway
Marion and Polk Counties
Bridges 123K and 7253B

In our deck condition report of January 28, 1981, we commented that we would be taking half-cell readings in several areas of the Marion Street and Center Street Bridges (Bridges 7253B and 123K) to check for active corrosion. We now have the readings summarized (taken February 19 and 20, 1981).

As the attached updated "Deck Condition Details" drawing indicates, there is no active corrosion in the tested areas. The exposed reinforcing steel in the deck at a few locations does not show the presence of corrosion.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

Enclosures

cc: E. S. Hunter
D. H. Moehring
C. O. Fredrickson
G. L. Potter

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HUNTER

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Form 734-3122

MARION ST. UXING

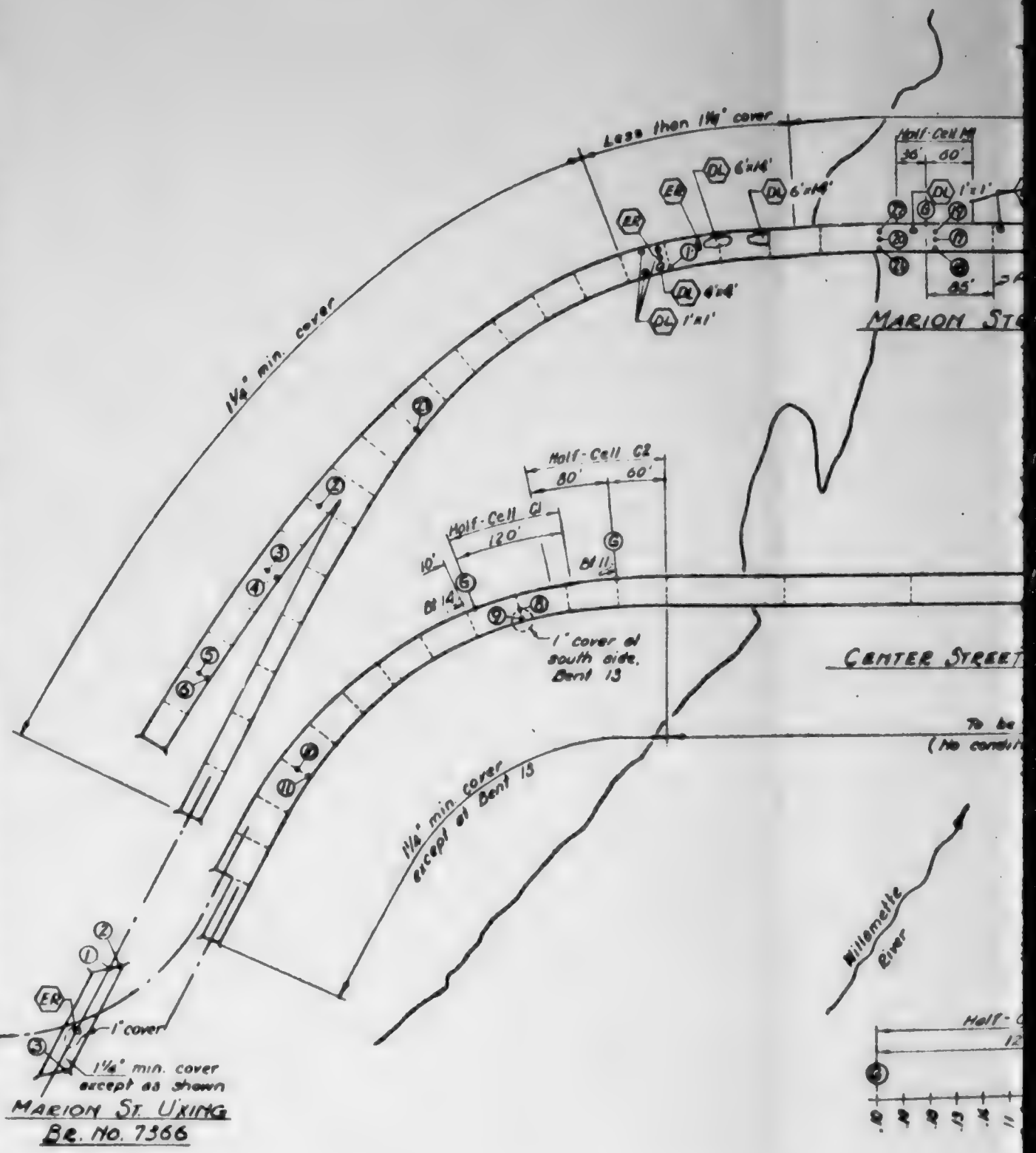
Sample #	Chloride Content (lb/yd³ concrete)	
	Sample Depth	
	0"-1"	1"-2"
1	.58	.27
2	.58	.34
3	.35	.27

MARION ST. BR.

Sample #	Chloride Content (lb/yd³ concrete)	
	Sample Depth	
	0"-1"	1"-2"
1	1.1	.57
2	.43	.08
3	1.1	.41
4	.77	.33
5	.67	.43
6	.41	.47
7	.08	.04
8	.96	.71
9	.56	.46
10	1.1	.18
11	1.8	.58
12	2.4	1.0
13	.70	.26
14	1.4	.45
15	.38	.10
16	1.6	.64
17	1.2	.36
18	.73	.35
19	1.7	.49
20	1.49	.31
21	.42	.26
22	1.1	.32
23	.23	.16
24	1.5	.18
25	.90	.08
26	.42	.22
27	.60	.40

CENTER ST. BR

Sample #	Chloride Content (lb/yd³ concrete)	
	Sample Depth	
	0"-1"	1"-2"
1	.91	.60
2	.69	.60
3	.75	.45
4	1.7	.62
5	1.2	.61
6	1.1	.41
7	1.2	.46
8	1.7	.98
9	3.1	1.8
10	1.9	.65
11	1.6	.77

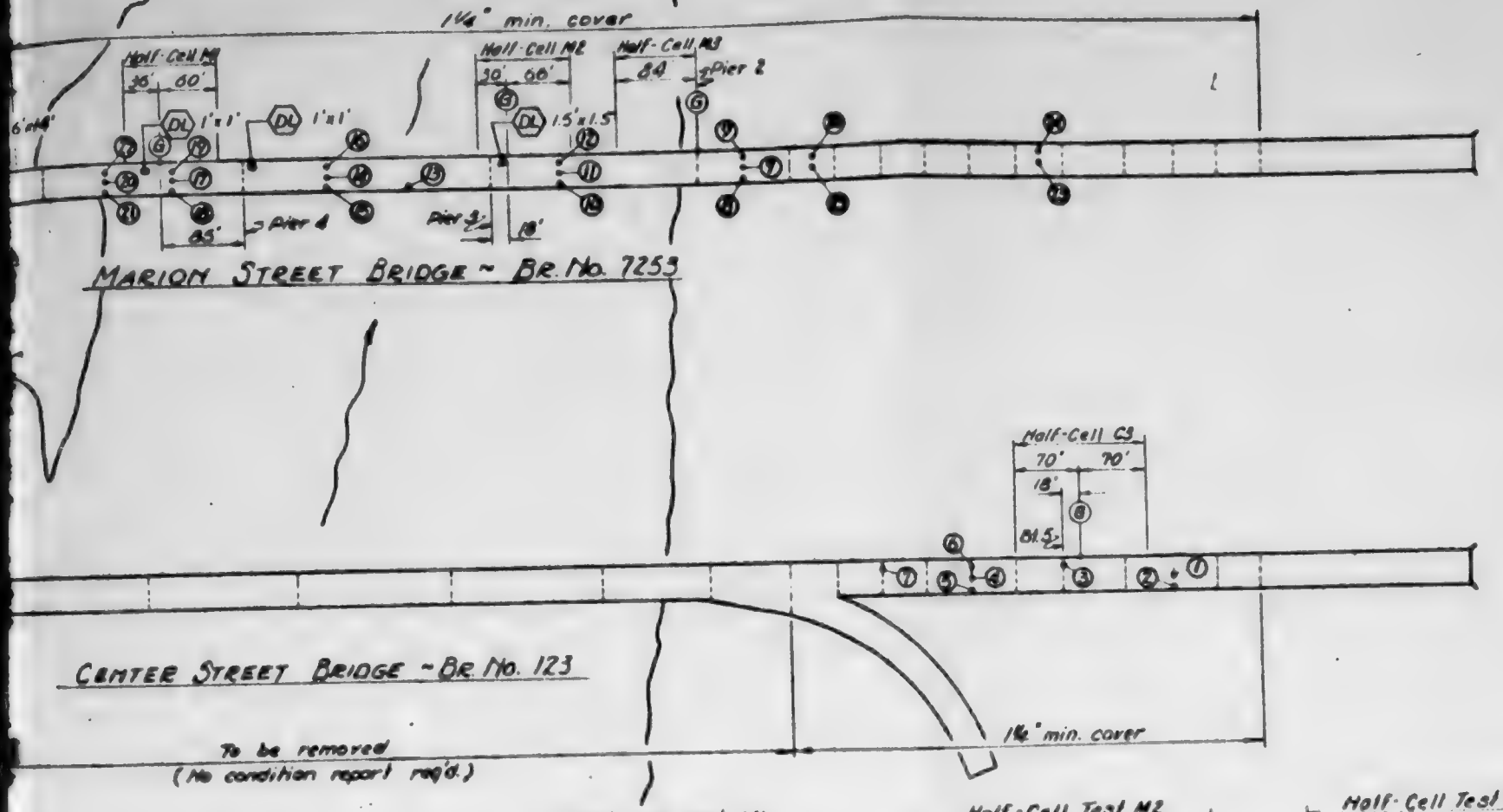


(N) — Chloride sample location marker - "N" denotes Sample number. Tables at left give sample results.

(DL) W×L — Denotes areas of delamination of deck concrete. "W×L" denotes size of delaminated area (width × length) where given.

(ER) — Denotes areas of exposed reinforcing bars.

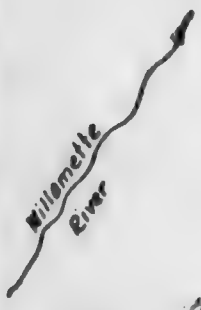
(G) — Indicates ground location for Half-Cell testing.

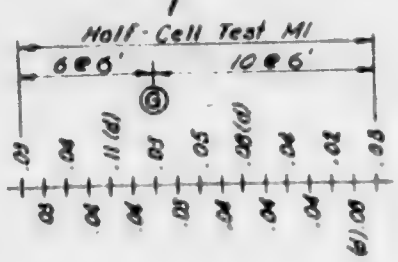


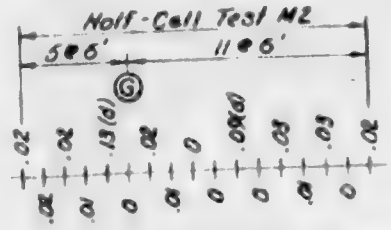
MARION STREET BRIDGE ~ BR. No. 7253

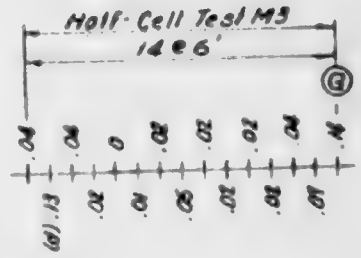
CENTER STREET BRIDGE ~ BR. No. 123

To be removed
(No condition report req'd.)

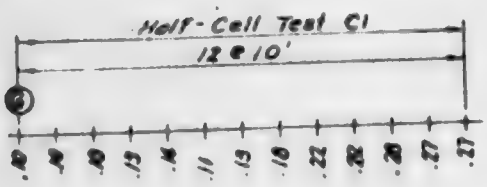


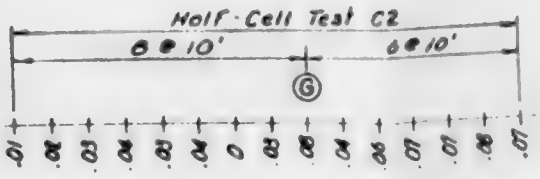


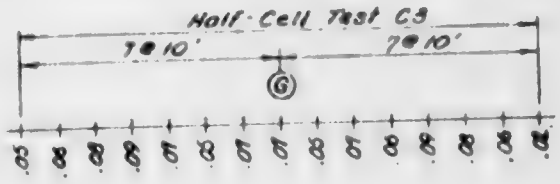




MARION STREET BRIDGE







CENTER STREET BRIDGE

HALF-CELL TEST RESULTS

Half-Cell Testing Notes:
Half-cell Results shown are readings taken at gutter line on sidewalk side of each structure. Readings marked thus (d) are at existing deck drains.

APPROVED:	P.E.
STRUCTURAL DESIGN ENGINEER	
DESIGNED	
DRAWN	
CHECKED	
REVIEWED	
REVIEWED	
CALC. BOOK	

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

WILLAMETTE RIVER BRIDGES
SALEM, OREGON

DECK CONDITION DETAILS

DATE
BRIDGE NO.
SHEET ___ OF ___
DRAWING NO.

9291

4.

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

February 27, 1981

Mr. John Ratzlaff
West Salem Business
& Professional Association
Post Office Box 5021
Salem, Oregon 97304

The widening of the Marion Street Bridge and the replacement of the Center Street Bridge are both on schedule as far as the State is concerned.

The City and County, who control the use of the I-305 transfer funds, must agree that this project is their first priority and put all the money available this year on the bridge in order for it to proceed as proposed by the State.

Sincerely,

Victor Atiyeh
Governor

VA:kn

bc Fred Klaboe

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for the Governor's signature.
by ----------
Thank you.

PLEASE RETURN ORIGINAL LETTER

RECEIVED
FEB 23 1981

WEST SALEM

Business & Professional Association

P.O. Box 5021 — Salem, Oregon 97304

February 20, 1981

Governor Vic Atiyeh
State Capitol Building
Salem, Or. 97301

Dear Governor Atiyeh:

We are an Association consisting of 81 members, all business and professional people located in West Salem. The current bridge situation is a primary concern of our Association, and we are closely following the progress of the widening of Marion St. bridge and replacement of Center St. bridge.

West Salem presently has a population of approximately 14,000 people. In view of projections made in the West Salem Sector Plan, the future growth of this area has been documented and the population is projected at 53,000 in the near future. Therefore, we feel the bridge issue should be given high priority.

We have been advised that the I-305 transfer funds, which are designated to be used to widen Marion St. bridge, may be diverted to other projects. We want you to know that we strongly oppose any diversion of these funds. We had been led to believe by several government officials that the bridges were to be given priority commencing with bids being accepted in April, 1981 for the widening of Marion St. bridge following with the replacing of Center St. bridge. We strongly urge that this schedule be adhered to.

Please advise us of the current status of these projects.

Cordially,

John Ratzloff

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DOT DIRECTOR
FEB 23 '81
REFER TO
FOR

9291

2.1

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

February 26, 1981

NOTED
H. S. COULTER

John Ratzlaff
West Salem Business and Professional Association
P. O. Box 5021
Salem, OR 97304

Dear Mr. Ratzlaff:

Thank you for your letter of February 20, 1981, inquiring into the status of the Willamette River Bridge projects. Federal interstate transfer funds became available to the Salem area as a result of cancellation of the approved project to construct the I-305 freeway connection from the vicinity of the I-5:Chemawa Road crossing to the north central Salem area. Marion County agreed to cancellation of I-305 construction only after a formal commitment by both the City of Salem and the Mid-Willamette Valley Council of Governments, and an informal agreement by State Highway Division, that a lower cost parkway replacing I-305 would be constructed as the highest priority of the replacement projects. The Salem Parkway is the most urgently needed Salem metropolitan area traffic improvement project. There is also an overriding obligation to provide a substitute facility for I-305 before funds originally committed to I-305 are expended on other projects.

It is understood that federal bridge funds have been made available for replacement of the Center Street Bridge and for some alteration of the Marion Street Bridge, and that Federal Aid Primary funds available to the State of Oregon for maintenance and improvement of highways such as Oregon Sign Route 22, will be least affected by promised Reagan economies. The State Highway Division is probably your best source of current information on status of projects on State Primary highways.

Marion County will cooperate with the City of Salem and State of Oregon in improvement of the Willamette River bridges to the extent that it does not delay completion of the Salem Parkway.

Sincerely,

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Commissioner

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DOT DIRECTOR
MAR 4 '81
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc: George Grove, Dir., Public Works
✓Fred Klaboe, Dir., Transportation Dept.
Alan Hershey, Dir., COG
Kent Aldrich, Mayor, City of Salem

cy to council 3-4

oc 3-5-81 Hunter Mushing Fredlund R

WEST SALEM
Business & Professional Association
P.O. Box 5021 Salem, Oregon 97304

February 20, 1981

Mr. L. B. Day
State Capitol Building
Salem, Or. 97301

Dear Mr. Day:

We are an Association consisting of 81 members, all business and professional people located in West Salem. The current bridge situation is a primary concern of our Association, and we are closely following the progress of the widening of Marion St. bridge and replacement of Center St. bridge.

West Salem presently has a population of approximately 14,000 people. In view of projections made in the West Salem Sector Plan, the future growth of this area has been documented and the population is projected at 53,000 in the near future. Therefore, we feel the bridge issue should be given high priority.

We have been advised that the I-305 transfer funds, which are designated to be used to widen Marion St. bridge, may be diverted to other projects. We want you to know that we strongly oppose any diversion of these funds. We had been led to believe by several government officials that the bridges were to be given priority commencing with bids being accepted in April, 1981 for the widening of Marion St. bridge following with the replacing of Center St. bridge. We strongly urge that this schedule be adhered to.

Please advise us of the current status of these projects.

Cordially,

John Ratcliff

9271

24-1945 30

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Stoudenmeyer
DESIGN ENGINEER SUPERVISOR

DATE: February 25, 1981

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Marion Street Bridge Ramp
Willamina-Salem Highway

Attached please find a plan for temporary one lane traffic on the easterly approach of the Marion Street structure. It is intended that traffic may only utilize this configuration for deck sealing purposes between the hours of 5 a.m. and 11:30 a.m. on a Sunday morning during the period of the year when weather is sufficiently warm to construct a deck seal but not on a holiday or state fair weekend.

This office and the City of Salem believes it much more appropriate to utilize this particular type of stage rather than incumbering Commercial Street between Marion and Center Streets with a raised median barrier.

GW/rgb
cc: Art Gottfried

1 Verstoeg
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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FEB 26 1981
ROAD DESIGN SECTION

Do Not File ☐
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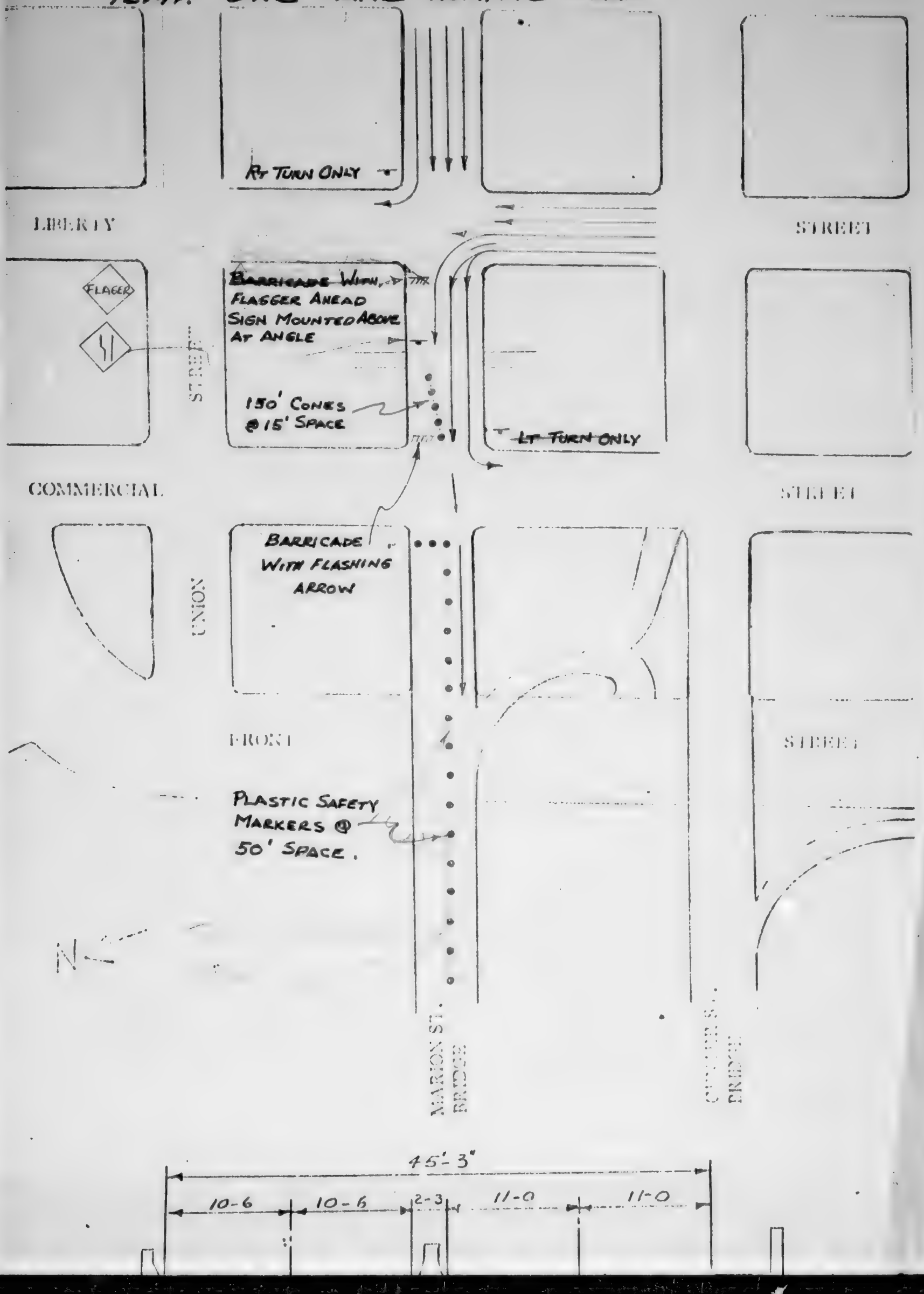
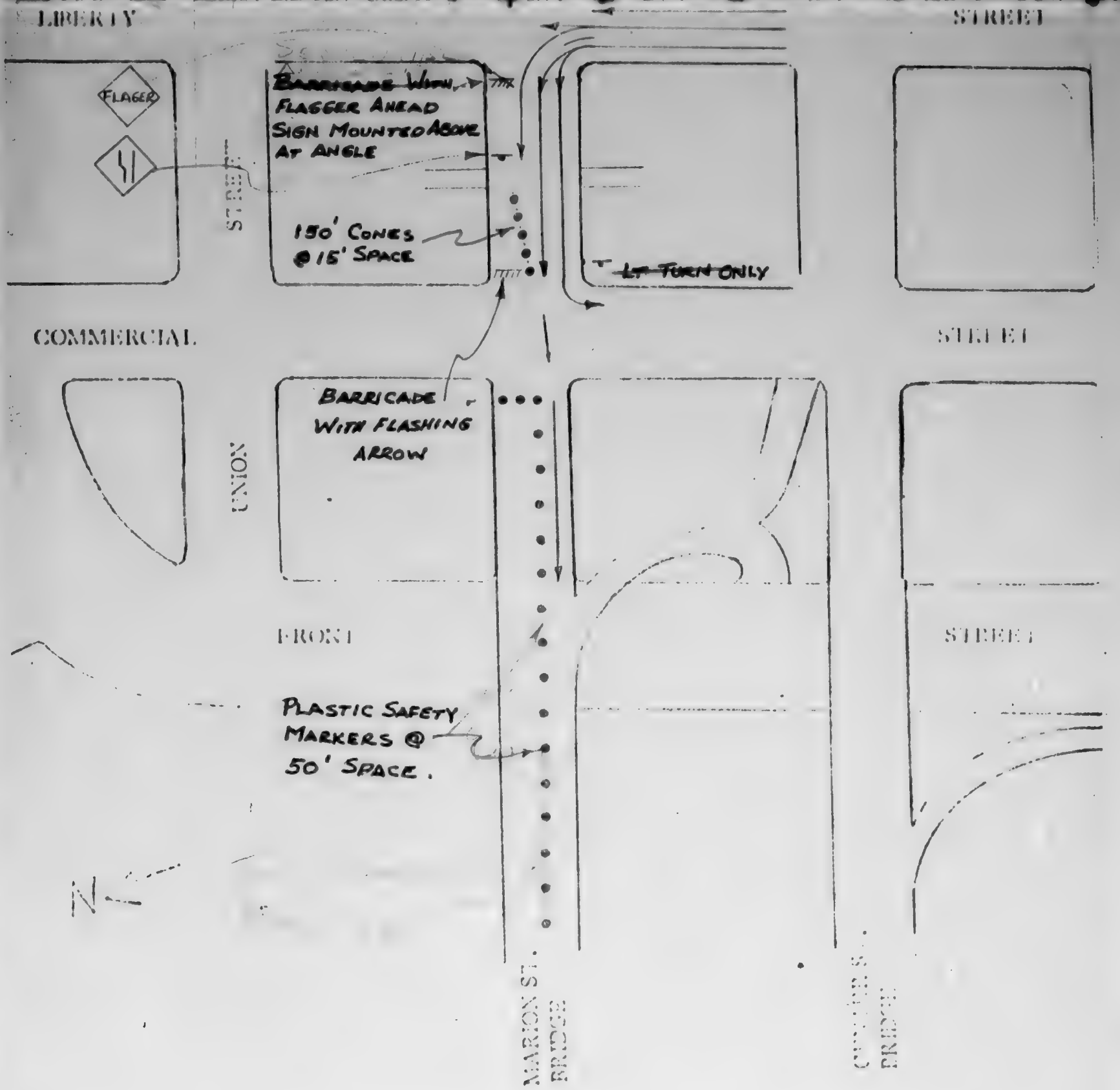
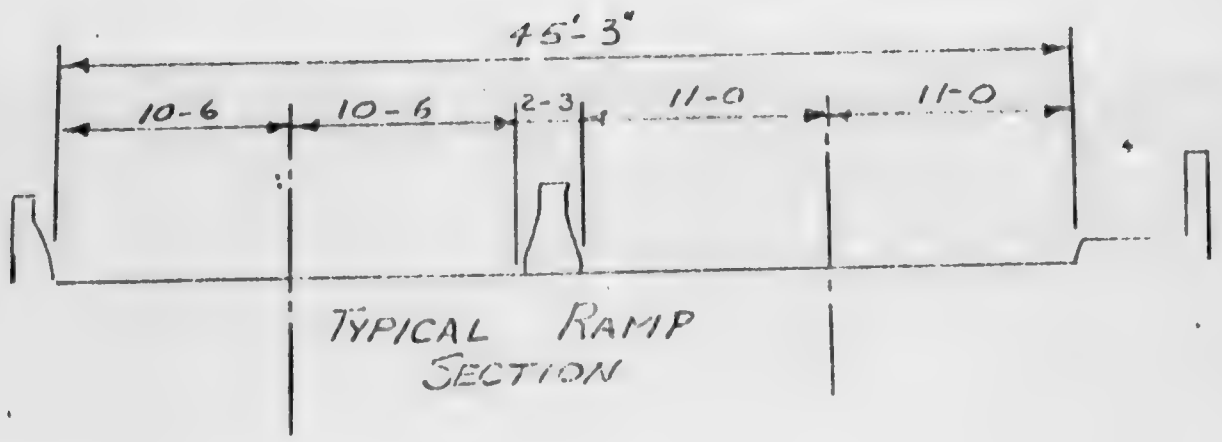
Bring by ___/___/___
Action

MARION STREET BRIDGE RAMP
TEMP. ONE LANE TRAFFIC PLAN







TYPICAL RAMP SECTION

4291

Statesman Journal - Classified
Feb 17, 1981

ADVERTISEMENT

ERNEST H. MILLER
3235 CRESTVIEW DR. S.
SALEM, OR 97302
Telephone 503/363-3151
503/364-5537

To the Editor
Statesman-Journal
280 Church NE
Salem, OR 97301

Your front page headline told the story. Our Willamette River Bridge widening laundered Washington, D.C. money has lost us half of the $14 million to build the project. But that's all right, because we've had lots of experience with the shenanigans of our former liberal majority council and their staff. Why, to date, the Council of Governments has spent $1,000,000 on Environmental Impact Statements and still nothing is done.

The Council of Governments won't get us another bridge, but at least they can, with their support, continue to spend and waste hundreds of thousands of dollars on their salaries, surveys, reports, "outside" consultants' fees and staff time, all the while involving hundreds of wasted politicians' and bureaucrats' hours of high-paid time. That says nothing about the additional hundreds of wasted man-hours of citizens' input, let alone the 100%-plus increase in construction costs. All this under the guise of good government.

The Statesman-Journal and Gannett should be delighted with this idea because it will further the no-growth attitude adopted by government.

For openers, here's some suggested alternatives they can study and, by careful manipulations, make their high-paying consulting jobs last another 10 years.

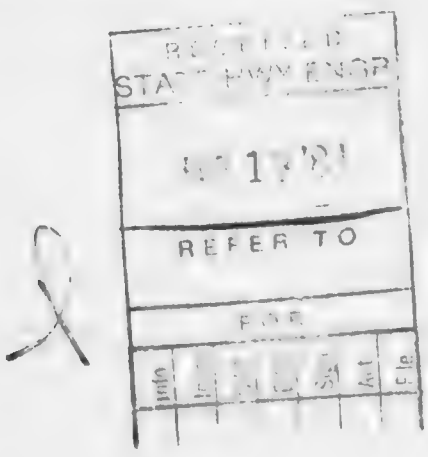
Let's try these on for size:

(1) Build half of a bridge from the east bank out to the center of the river, or
(2) build half a bridge from the west bank out to the center of the river;
(3) widen one-half of one lane for westbound traffic all the way across the river, or
(4) widen one-half of one lane for eastbound traffic all the way across the river;
(5) widen the center section of both bridges but don't connect to either bank.

Now, how long our hired consultant/ex-liberal city elected officals, the current leadership and this paper can stretch out the alternative study depends on how much of any one of the above alternatives we can actually build. If the consultants can conclude their work quickly, chances are, even with inflation and the rate at which the bureaucrats are eating away at the remaining funds, we could at least get something across some part of the river.

On the other hand, if these liberal consultants can drag out their alternative studies there'd be little money left to build any one of the above alternatives. But, maybe they could at least salvage enough money to build a bridge pier or a concrete footing just to show good faith.

If all else fails, perhaps we could salvage enough money to erect a monument on the river bank which could read "RIP: Here lies the Willamette River Bridge expansion that was supposed to serve West Salem. The demise of this project was Bureaucratic Time Wasting."



Don't forget that these were the same people who, with their former leadership and your support, gave us the Comprehensive Plan and the Urban Growth Boundary. They specifically required a major segment of Salem's growing population into the West Salem hills. But then, in those dim, distant days of yore, the foolishness of building a third bridge or widening both existing bridges, when Salem could have had the money and building costs were a lot cheaper, the population wasn't there. Therefore, we didn't need another bridge.

Perhaps an "investigation" of where and how much money has been squandered to date is much needed. Maybe a law to put bureaucrats in jail for non-action would be appropriate.

Now we hear that Representative Peter Courtney is leading a major effort to shift the I-305 money that was supposed to solve most of our major street and traffic problems to this bridge scheme. Shift that is, if he can get the State Highway Department to go along. Surely the community and business leaders who led the push for our votes so good old Salem could plunk down $5,000,000 of local dollars for street improvement betterment must have ever-reddening faces.

This letter is well beyond the bounds of the published restrictions you impose on the letters to the editor. However, it is printed herewith as a public service of Mortgage Bancorporation.

Please note that I have again had my signature notarized so as to assure you that I wrote this letter. I understand that others' letters have received unreasonable or non-published delay because of your unpublished verified signature requirement.

Ernie Miller
3235 Crestview Dr. S.
Salem, OR 97302

EHM:nm

STATE OF OREGON)
County of Marion) ss.

Subscribed and sworn to before me this second day of February, 1981.

Notary Public for Oregon
My Commission Expires: 6-25-82

9391

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2 13 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-IX-F-47(13)	
2. STATE PROJECT NO. See below	
3. FROM E. J. Valach, Acting Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 80363
2A. COUNTY NAME Polk and Marion	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/13/81	Primary 47	Primary 30

10. GENERAL LOCATION:

Willamette River (Marion Street) Bridge

11. GENERAL DESCRIPTION OF WORK

Bridge And Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $14,108,342 Federal Funds $11,935,440.

RECEIVED
FEB 13 1981
Machining

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/13/81	S. K. Hansen	for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Contruction Obligation
Item No. 80363
Project No. BRF-IX-F-47(13)
Willamette River (Marion St.) Bridge Section
Marion Polk Counties

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $14,300,000 with an obligation of $12,099,400 in Federal funds.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

9271 30

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILES DATE: February 12, 1981

FROM: D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Willamette R. (Marion St.) Br.
Willamina-Salem Highway
Marion County

A meeting on the subject project was held February 9th in the Transportation Building. The following attended:

Don Stoudenmeyer, Final Design
Ollie Sacre, Final Design
Bill Beard, Final Design
Dennis Billings, Region2, Traffic
Art Gottfried, Resident Engineer
Jerry Wimer, Region 2 Construction
John Tindall, Bridge
John Hanks, Traffic

The detour and temporary protection and direction of traffic on the east end of the project were discussed. Region objected to our plan and proposed an alternate solution. Region is to prepare and submit a definite plan which will be considered. Bridge is checking to see if the deck seal and final paving can be eliminated from this project and added to the Center Street project so that temporary striping for two-way traffic can be obliterated in favor of permanent one-way striping.

The retaining wall vs. the open fill slopes on the east approach was discussed. Region favors the retaining wall for various reasons. We are estimating the two alternates in an attempt to justify the wall on a long-range basis.

DNS:ab
cc: All Participants

1 Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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FEB 12 1981
ROAD DESIGN SECTION

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Contains Recycled Materials
81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
123K,7253B

February 5, 1981

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
FEB 5 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

E. J. Valach
Acting Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Willamette River (Center & Marion Street, Salem) Bridges
Willamina-Salem Highway
Marion & Polk Counties
Bridges 123K, 7253B

In response to your letters of January 12 and 15, 1981, we have the following comments:

1. The steel alternate for the Center Street Bridge river span is shown on the accompanying Drawing 35776. The cross-section shows girders spaced at 14'-7" centers. This is a reduction in the number of girders used in our original estimate.

The attached estimates show the steel alternate at $13,000,000 and the proposed concrete box girder at $11,800,000 for these spans. The steel industry has been contacted, and they do not advise alternate designs in a case where the estimates show there would be little chance of steel being competitive. The Marion Street river spans will be widened with steel, but the bridges will be built under separate contracts. We do not plan on having alternate designs.

2. The Center Street Bridge river spans will be designed and detailed as a poured-in-place structure completely supported on falsework until the post-tensioning is complete. The contractor will be allowed the option of building it span by span or with cast-in-place balanced cantilever construction with any additional material required to be at his expense. Precast segmental construction will not be allowed because of the difficulty in obtaining good quality control, and also this type of construction does not guarantee properly sealed joints.

No change in exterior dimensions and number of cells will be allowed because of architectural and navigational reasons. A two-cell box girder requires eight percent more concrete and would require a deeper structure which reduces the navigational clearance.

3. An addendum to the hydraulic report is being prepared and will be forwarded when available.

The orientation of the Center Street Bridge piers was discussed in our December 22, 1980, meeting and in Mr. Kasza' January 8, 1981, letter. He concurred with our proposal of no skew and riprap at Piers 3, 4 and 5. The bottom of seal at Piers 4 and 5 will be lowered to elevation 70.

4. Crash cushions will be installed in the gore areas at the west end of the Marion Street Bridge and the east end of the Center Street Bridge.

5. Membrane waterproofing with an asphaltic concrete overlay is planned for both bridges with the exception of the Center Street Bridge river spans. A deck condition report with attached drawings accompanies this letter. The spans that have the membrane will have the top layer of steel, which is the transverse deck bars, epoxy coated. On the spans that do not have a membrane, both the top transverse and longitudinal bars will be epoxy coated. In addition, all bars extending from the deck into the rail will be epoxy coated.

6. On the Center Street river spans, the transverse post-tensioning will have grouted strands or bars within epoxy-coated steel ducts.

7. The proposed construction sequence for the Marion Street Bridge superstructure is as follows:

A. Erect the new steel girders
B. Pour the new deck, except for a narrow closure section
C. Connect cross frames between adjacent new and existing girders
D. Make deck closure pour
E. Place waterproofing membrane, A.C. overlay and rail

With this construction sequence, the entire superstructure will be interconnected for live loads. Differential deflections between girders will be minimal.

8. A foundation report is being prepared and will be forwarded as soon as possible. The comments in Ron Chassie's January 2, 1981, memorandum are answered as follows:

Additional Foundation Exploration

Fourteen additional test holes have been or will be drilled at this project site, with at least one hole near each of the proposed new Center Street Bridge pier locations. The remaining holes are spaced along both the Marion Street and Center Street westerly bridge ramps.

Pile Load Tests

Information obtained from the additional foundation exploration indicates that considerably higher pile loads can be obtained in the materials underlying the river pier locations of both bridges than originally anticipated. The pier design of both bridges are being reviewed for possible economic use of higher pile loads.

A pile load test program is anticipated during the construction of the Marion Street Bridge piers (widening) to determine the pile length requirements for piling at the final design loads. Information obtained from this test may be applicable to construction of both the Marion Street and Center Street piers in river locations.

Due to the time elements involved, it is not considered feasible to conduct the pile load test prior to construction.

All test holes in the area of the westerly approach ramps indicate the presence of a very dense underlaying sands and silts. Some variation in final driven pile lengths is expected due to variations in the upper surface and density of the cobbles. For this reason, a pile load test in this area to determine final pile lengths is not considered appropriate.

Higher Capacity Piles For River Piers

As previously discussed, the use of higher capacity piles in river pier locations based on more recent foundation exploration is being considered.

Group Pile Load Reduction Factor

Although a group reduction factor was recommended by the preliminary foundation report, more precise information obtained in recent exploration indicates that a group load reduction factor will not be required in any location.

Reinforced Earth Walls

Due to the limited number, height and length of proposed walls in the easterly approach ramps, proximity to existing walls which must remain and possible future addition to walls, the use of reinforced earth walls in this location does not appear to be a viable alternate to standard retaining walls.

In view of the above supplementary data, we request approval of our preliminary submittal, contingent on your acceptance of the forthcoming hydraulic and foundation report addendums.

Walter J. Hart
Bridge Engineer

Enclosures

cc: E. S. Hunter ✓
D. H. Moehring
C. O. Fredrickson
G. L. Potter

9291 30

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: January 19, 1981

FROM: D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Willamette River (Marion Street) Bridge Section
Willamina-Salem Highway
Polk and Marion Counties

A plans-in-hand review on the subject project was held January 14th in the Region 2 office. The following attended:

Don Stoudenmeyer	Final Design
Jack Allaway	Bridge Design
Paul Becker	City of Salem
Bill Beard	Final Design
Ollie Sacre	Final Design
John Day	Specifications
Gordon J. Ballard	Bridge Design
Gary L. Hoffecker	Bridge Design
Rick Kuehn	District Engineer
Dick Moffitt	Salem Foreman
Pat McLaughlin	Traffic
Ralph Lambert	City of Salem
Lew Garrison	City of Salem
John Tindall	Bridge Design
Bill Kappus	FHWA
Cliff Lehman	Resident Engineer
Pete Fidler	Region Location
Chuck Hemenway	Art Gottfrieds office
Loren Weber	Region Location
Jerry Wimer	Region Construction Engineer

Region requested a quantity of perforated pipe be shown to be placed as directed by the Engineer.

Region requested temporary erosion control.

Region will recommend whether the west end detour should go with Marion or Center Street projects It is presently planned with Center Street.

1 Versteeg ✓
2 Anderson Doc
Christensen
Olsen
Sullivan
Terpin
Trout
Wakerlig

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SP*75683-125

Region wants construction lighting to be handled by agreement with PGE. Permanent lighting will be by agreement with Salem Electric.

Region requested addition construction signing. The City objected to the concrete barrier on Commercial Street during the east end detour phase. This is the only way this plan can operate so we are leaving it in. However, Bridge is studying another possible detour plan. If they don't come up with anything we will go with our present design.

A forced right turn for west bound Marion Street traffic at Liberty was proposed and approved by all present.

It was agreed to remove the existing pavement on the street between the Marion Street ramp and the Park. The area will be seeded and mulched.

It was agreed that no deck drains wll be installed over Front Street.

Region requested some words in the specifications to insure maintenance and utility companies rights in the fenced area on the west end of the job.

Region requested "C" mix rather than "B" mix. We will show the option "B" or "C" on the plans.

DNS:rlr

cc: Stoudenmeyer
Allaway
Beard
Sacre
Day
Ballard
Hoffecker
Kuehn
Moffitt
McLaughlin
Tindall
Kappus
Lehman
Fidler
Hemenway
Weber
Wimer

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-47(7) & BRF-47(9) Willamette River (Center/Marion Street Bridges, Salem) Bridges 123K & 7253B

Date: January 15, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached are additional comments from our Regional Office on the preliminary plan submitted by Mr. Hart's letter of October 21, 1980. We have discussed some of these comments with your staff, and they were discussed briefly in our letter to you of January 12. In the enclosed submittal the comments are specific and, in particular, the comments from our Soils Engineer, Mr. Chassie, have not been discussed. We feel Mr. Chassie has some excellent suggestions.

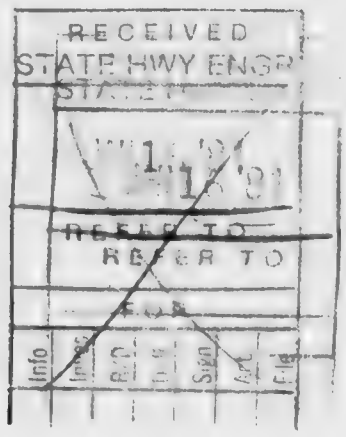
We recommend a careful review of the enclosed memoranda (letter dated January 2 to Mr. Kasza from Mr. Chassie, and a letter dated January 8 to Mr. Green from Mr. Kasza).

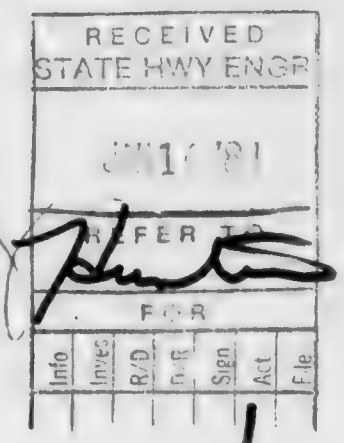
Please let us have your comments on these two bridge projects.

For G. L. Green

Attachments (2)

cc: w/attach
OSHD (W J Hart, Br)





Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-47(7), BRF-47(9)
Marion/Center Street Bridges in
Salem, Preliminary Bridge Plans

Date: January 8, 1981

From: Director, Office of Structures
Region 10

Reply to Attn. of: HST-010

To: Mr. Glen Green
Division Administrator
Salem, Oregon

The subject plans, submitted with your memorandum dated November 10, 1980 have been reviewed. The proposal is considered satisfactory for further project development, subject to consideration of the following comments.

1. Attached is Ron Chassie's January 2, 1981 memorandum regarding foundations and retaining walls. We concur with Mr. Chassie's conclusions and endorse his recommendations.

   Please note that Mr. Chassie has requested a copy of the final foundation report and also offered his assistance with a pile load test program.

2. We recommend that provisions for crash cushions are made in the gore areas at the west end of the Marion Street Bridge and east end of the Center Street Bridge.

3. Epoxy coated reinforcement is recommended in the top 4 inches of the top slabs of the Center Street Bridge and the new portion of the Marion Street Bridge.

4. We also recommend corrosion protection of the transverse prestressing steel in the top slab of Center Street Bridge. We feel this is justified since the steel is susceptible to stress corrosion, the steel performs a critical structural function, and replacement of corroded tendons would be costly and distruptive to traffic. The following alternate methods of corrosion protection are suggested.

   a. grouted strand in epoxy coated steel duct
   or b. grouted strand in polyethylene duct
   or c. grouted epoxy coated bar in galvanized duct.

5. The seals at Piers 4 and 5 of the Center Street Bridge should be lowered to Elev. 70. This is consistent with the State's proposal at our meeting of December 22. A report of that meeting follows.

On December 22, 1980, Messers. Schell and Kasza met with Mr. Walter Hart and members of his staff to discuss comments received from the Washington Office Bridge Division and the Regional Hydraulics Engineer. Following is a brief report of the meeting that will serve to document items of discussion and agreement.

Pier Scour and Skew for Center Street Bridge

The initial hydraulic study suggested a skew of approximately 15° to align the piers with the streamflow. This suggestion was changed by a one line addendum which withdrew the suggestion and in turn noted that flood photos indicate that a skew angle of 7° would align the piers with the flow. The preliminary bridge plans show no skew and riprap blankets at the piers.

Hydraulic Engineers in our Washington and Regional Offices did not agree with the no skew and riprap concept in lieu of proper pier orientation and footing depth. In addition, there has been a scour problem at Pier 5 of the existing bridge.

At the meeting, the State presented the following additional information to support their no skew and riprap proposal.

1. There were no scour problems on the existing bridge as a result of the major 1964 flood.

2. The scour problem at Pier 5 of the existing bridge occurred in 1973 and was due to a log jam forming at the pier which increased the scour potential. The estimated depth of the scour hole was about 8 feet below streambed. Diver reports indicated that the bottom of the scour hole was original ground. This would mean that the maximum observed scour depth was at approximately Elev. 72.

3. The State proposed Elev. 70 for the bottom of seals at Piers 3,4, and 5 of the new Center Street Bridge. This would result in a minimum of 22 feet below streambed.

4. Scour depth computations, using present design pier dimensions, show the following:

   Water at Elev. 140
   ds = 17' for 0° angle of attack
   ds = 24' for 7° angle of attack
   ds = 29' for 15° angle of attack

   Water at Elev. 130
   ds = 16' for 0° angle of attack
   ds = 22' for 7° angle of attack
   ds = 26' for 15° angle of attack

Based on the above data and discussions with the Regional Hydraulics Engineer, we concur with the State's proposal for no skew, riprap, and Elev. 70 for the bottom of seals at Piers 3,4, and 5.

Alternate Steel Design for Center Street Bridge

In the interest of promoting competition and economy, FHWA suggested an alternate design in structural steel. The State had previously studied this and consequently rejected it as being about $1 million more costly than the concrete bridge.

The State's previous study, was discussed and we offered suggestions to increase the economy. We felt that additional economy could be achieved by using a prestressed slab to reduce the number of girders. This concept generated discussion regarding flexural stresses that would be introduced into the girder webs by the slab post-tensioning.

The State was receptive to our suggestions and agreed to reevaluate this alternate.

Alternate Construction Methods

FHWA suggested that segmental construction be permitted for the post-tensioned concrete river spans of the Center Street Bridge.

The State intends to allow this by a provision in the contract.

Two cell vs. Three cell Box Girder

In the interest of economy and ease of construction, FHWA suggested that cross-section be reviewed to reduce it from a three cell box to a two cell box by increasing the slab cantilevers.

The State has considered this and estimate that the two cell will require about 8% more concrete than the three cell. This is due to additional depth required to accommodate the tendon anchorages and satisfy the State's criteria of excluding tendons from the flanges.

Marion Street Bridge Widening

FHWA recommended that the widened Marion Street Bridge be designed such that consideration is given to the relative stiffnesses of the old and new spans to eliminate possible detrimental differential vertical deflection between the two structures since the deck slabs are interconnected. The State agrees and will develop suitable details and procedures to minimize any detrimental effects.

Superstructure Haunch on Center Street Bridge

FHWA questioned the necessity of a haunched structure for the length of spans involved.

The State advised that the primary reasons for selecting the haunched structure were to improve the appearance and provide maximum possible navigation clearance.

We concur with the State's selection.

Gary M. Kasza

Attachment

cc: Frank Sears HNG-32
Gene Fiala, Regional Hydraulics Engineer

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Foundations for Center St. Bridge/
Marion St. Bridge, Salem, Oregon

Date: January 2, 1981

From: Regional Geotechnical Engineer
Region 10

Reply to
Attn. of: HED.010.4

To: Mr. Gary Kasza
Director, Office of Structures
Region 10

In answer to your request, I have reviewed the Preliminary Foundation Report and preliminary bridge plans for the proposed structures. I offer the following conclusions and recommendations.

Need for Additional Foundation Exploration

On page III-5 of the Preliminary Foundation Report (dated June 6, 1980), the following is stated "It is expected that several new test holes will be drilled in both the river channel and westerly bridge approach areas to more accurately determine the composition, size, and densities of the foundation materials."

This additional exploration must be done. The existing soils data in these areas is insufficient for final design.

Opportunity for Cost Savings

In my opinion, there is opportunity for significant cost savings to be achieved on this project through the following:

1. Conduct Pile Load Tests

Due to the extensive amount of piling proposed for this project (roughly 50 pile bents and 9 river piers for the combination two structures), significant economy can be achieved by pile load testing.

Twelve inch square prestressed concrete piles loaded to 50 tons are proposed for the west approach bents. Estimated pile length is about 25 feet. Existing soils data indicate loose silts and loose gravels overlying a dense gravel. I concur with the selection of a concrete "displacement" pile as the most suitable pile type for the soil conditions. Non-displacement H-piles would drive much longer and should not be used on the west approaches.

I recommend that consideration be given to conducting a pile load test at one representative location for the west approach bents and one location for the river piers. For the concrete piles, load testing will establish the required length, so that the production piles can

then be driven to a specified length, eliminating expensive splicing and cutoff. In addition, the allowable structural load for a 12-inch square prestressed concrete pile is 105 tons (5,000 psi concrete). If a dense gravel layer underlies the west approach as the preliminary data indicates, I am confident load testing will show that 12-inch concrete piles can be loaded to more than the proposed 50 tons, thus taking advantage of more of the allowable structural capacity of the pile. This would allow use of less piles and probably smaller footings.

2. Consider Use of Larger Higher Capacity Piles for the River Piers.

The use of 50 ton capacity 10 X 42 steel H-piles is proposed for the river piers. These will be friction piles driven into a very stiff clay. I concur with the selection of steel H-piles due to the depth of water to be driven through (up to 49 feet) and the fact that the steel piles can be easily cut off and the cutoffs reused.

The river spans will be up to 250 feet long, thus the pier loads will be appreciable, particularly for the new multi-lane replacement Center St. bridge. Use of small 50 ton capacity 10 X 42 H-piles will require a large number of piles, large footings, and large size cofferdams.

The 1950 boring data for the existing Marion St. structure shows a very stiff clay foundation. The SPT blow counts indicate high clay strength. If the more detailed soil exploration confirms adequate soil capacity may be available, then I recommend consideration be given to the use of higher capacity (100 ton +) steel H-piles for the river piers, such as size 14 X 73. The actual pile capacity should be confirmed by a pile load test, as recommended previously. Use of higher capacity piles can achieve economy through use of less piles and smaller required footings and cofferdams.

I recommend that the State attempt to obtain undisturbed shelby tube samples of the stiff clay in at least one river boring. If the shelby tube samples can be obtained, unconfined or triaxial strength tests and consolidation tests should be run on 3 or 4 representative clay samples. The clay strength can then be used to estimate the pile length to be load tested and the consolidation test data used to estimate long term settlement of the pile groups.

3. Don't Use Group Reduction Factors

The foundation report contains the recommendation that group reduction factors be used for the friction pile groups in the stiff clays for the river piers. A recent FHWA sponsored group load test in stiff clay in Houston indicated no group reduction, i.e. a group efficiency of 100 percent. FHWA is now promoting that no group reduction factor be used for pile groups in stiff clay if the pile spacing is 3 pile diameters or greater.

4. Consider Reinforced Earth Alternate

The plans show retaining walls will be required on the east bridge approaches and ramp approaches. I recommend that reinforced earth retaining walls and bridge abutments be bid as alternates against the proposed conventional retaining walls.

5. Do Pre-construction Load Test

If the decision is made, as I hope it will be, that a load test program will be undertaken, then I recommend that it be conducted during the design phase, i.e., let a separate load test contract prior to the construction contract. This will allow optimum utilization of the load test results into the design, and will maximize the cost savings provided by the load tests.

General

Spread footings loaded to 6 TSF and founded on dense gravels are proposed for the east approach bents. I concur wholeheartedly.

I would appreciate being provided a copy of the final foundation report as soon as it is completed. I will also be happy to assist the State with the geotechnical portion of the foundation design and specifications for a pile load test program, if they desire.

Ron Chassie

Ron Chassie

9c-21

Form FHWA 121 (1/80)

2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-47(7) & BRF-47(9) Willamette River (Center/Marion Street Bridges, Salem) Bridges 123K & 7253B

Date: January 12, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached are comments from the Washington and Region Offices on the preliminary plans submitted by Mr. Hart's letter of October 21, 1980, signed by L. L. Wallace. Mr. Kasza and Mr. Schell met with Mr. Hart and his staff December 22, 1980 and discussed the comments. FHWA has been pursuing alternate bridge designs which have shown considerable cost savings in some instances (see attached FHWA Technical Advisory T 5140.12, December 4, 1979). Any information that does not support alternates should be very complete and realistic. Please reassess the steel alternate.

Your method of allowing segmented construction is not detailed in the submission. Please show how you will allow this alternate.

The hydraulic information submitted does not cover FHWA requirements (FHPM-6-7-3-2) which have been initiated the last year. The Washington and Region Office replies each request reconsideration of the Center Street pier orientation and footing depths. Further maintenance reviews indicated problems not only at pier 5 of the Center Street bridge but also some scour problems at pier 3 of the Marion Street structure. The support for a pier perpendicular to centerline, as you propose, has not been submitted. Are all piers in the design flood condition askew to the stream flow? What effect does the increased pier size of the Marion Street structure have on the scour? Do the piers of both bridges align sufficiently to keep scour to a minimum? The added bents for the west approach "B" line structure and actual flood flow direction and backwater are not addressed. Does the reduction in number of piers on the Center Street structure have an effect on backwater to support the design?

We would appreciate your reply to these comments.

for G. L. Green

Attachments
HNG-31&32 memo dtd 12-5-80
HDE-010.3 memo dtd 12-12-80

cc:
OSHD (W J Hart, Br)

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Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Center Street Bridges, Salem, Oregon
Oregon Project IX-47, BRF-47(9)
Preliminary Plans Review

Date: December 12, 1980

From: Regional Hydraulics Engineer
Office of Design - Region 10

Reply to Attn. of: HDE-010.3

To:
Mr. Gary M. Kasza, Director
Office of Structures
Region 10

The subject plans have been reviewed as we discussed. My comments follow:

1. The hydraulics data sheets and scour computations appear to be hidden in the back of the Foundation Report.

2. The hydrologic data for the crossing appears adequate.

3. The hydraulics portion is so brief that it is difficult to evaluate the analysis or appreciate the work accomplished to arrive at the numbers. The backwater for the new structure is not addressed. The only statement approaching a conclusion is a suggestion for skewing the piers approximately 15^{0}. This suggestion was changed by a one line addendum which WITHDREW the suggestion and in turn noted that flood photos indicate that a skew angle of 7^{0} would align the piers with the flow. The preliminary layout shows no skew of the piers.

4. The Pier Scour computation sheet contains no conclusion. Pages III-11 and III-12 of the Foundation Report discuss a scour problem at old Pier 5 and the computed scour depths. The rationale given for not skewing the piers is that this feature may result in complicating the design and construction of the structure. Riprap is proposed in place of pier orientation.

Conclusions:

A - The Hydraulics and scour information is minimal even for the replacement of an existing structure.

B - The replacement of a major structure should attempt to correct deficiencies of the old design. This would include proper pier orientation and footing depth. The placement of riprap around a footing is considered to be an add-on type of temporary expedient and is not equivalent to the integral protection provided in a sound design.

These comments have been discussed with Mr. Schell.

Gene R. Fiala

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-47(7), BRF-47(9)
Willamette River (Center/Marion Street Bridges in Salem) Bridges 123K and 7253B

Date: DEC 5 1980

From: Chief, Bridge Division
Office of Engineering
Washington, D.C. 20590

Reply to Attn. of: HNG-32
HNG-31

To: Mr. M. Eldon Green
Regional Federal Highway Administrator
Portland, Oregon
HRA-10 ATTN: Gary M. Kasza

The preliminary bridge plans and Division memorandum dated November 10 for the subject project as submitted with your memorandum dated November 25 have been reviewed and the following comments are made for your consideration:

1. While we have no objection to the State's proposal for a post-tensioned concrete box girder for the Center Street superstructure river spans, we feel that a steel alternate should be provided. We recognize that the State has studied various superstructure types as to the economy of construction, but since the widening of the Marion Street river spans is a steel design, the contractor may find it more advantageous and less expensive to construct two steel structures instead of one in concrete and one in steel, assuming both structures are built under one contract. At least providing for a Center Street steel alternate would allow competitive bidding to determine which of the two schemes is more practical to the contractor's method of operation.

2. We would also suggest that segmental construction, either cast-in-place or precast, be permitted for the post-tensioned concrete box girder river spans for Center Street. Again, we feel that by permitting the contractor to select the method of construction of the structure, economy can be achieved. Also in the interest of economy and ease of construction, we suggest the cross section of the structure be reviewed to reduce it from a three cell box to a two cell box by increasing the deck slab cantilever length and transversely post-tensioning the deck slab. We also question the necessity of a haunched structure for the length of spans involved.

3. We would recommend that the widened river spans of the Marion Street Bridge be designed such that consideration is given to the relative stiffnesses of the old and new spans, to eliminate possible detrimental differential vertical deflection between the two structures since the deck slabs are interconnected.

4. The State analysis for scour indicated that the river piers for the Center Street Bridge be skewed approximately 7° to conform with the flow direction of high water. With this skew, no additional protection for scour was considered necessary. The State now proposes to protect the pier with a riprap blanket and eliminate the 7° skew angle. We do not agree with this approach and recommend the piers be designed with the proper skew to reduce potential scour. In our opinion, it is always preferable to utilize designs which have the least potential for scouring of stream beds rather than attempting to provide protection against scour. By using the riprap blanket alone, the State could be creating a continual maintenance problem.

Stanley Gordon
Chief, Bridge Division

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA TECHNICAL ADVISORY
Alternate Bridge Designs	T 5140.12 December 4, 1979

Par. 1. Purpose
2. Background
3. Recommendations

1. PURPOSE. To acquaint engineers and administrators with bidding alternate bridge designs and to emphasize the need for alternate designs which provide competition and resultant economy.

2. BACKGROUND

a. In light of dramatic increases in highway construction costs in recent months, there is a strong Federal effort to take measures to keep contracts within price guidelines. One method to reduce costs is to encourage competition in bidding.

b. Currently, in the United States, there is a trend among some State highway agencies, with encouragement from the Federal Highway Administration, to produce alternate designs and to use price adjustment clauses which encourage cost saving changes initiated by the contractor. Because of fluctuating economic conditions, it is felt that on multiple repetitive spans, long spans or major bridges, or where there is an extended period of design from conception of the project to a release for bids, there can be no assurance of price stability for a particular material or construction methodology. With alternate designs, no matter how the economy changes, more designs are available at the time of bidding than are likely to be suited to the prevailing economic conditions. Further, because of the competition reflected in the alternates--between materials (structural steel vs. concrete or prestressing bars vs. strand) or construction procedures (cast-in-place vs. precast segmental or balanced cantilevered vs. incremental launching, etc.)--a cost savings in construction of 10 percent or more may be realized.

DISTRIBUTION: H-W(EO/RD)-1
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H-D-1;H-D(BR/CM/FH/RP/WB)-3
H-M-1;H-M(BR/EC/FO/RP)-3;H-M(SH)-4

OPI: HNG-32

c. Erection methods are as varied as the ingenuity of the contractor and as dictated by the constraints of the site, equipment available to the contractor, and the economic limitations of the project site.

3. RECOMMENDATIONS

a. General

(1) To receive the most economical construction between basic structural materials, consistent with geographic, environmental, ecological or other site restrictions, there should be maximum opportunity for competition between structural steel and concrete.

(2) Within environmental, aesthetic, site constraints, etc., the plans and bid documents should show or otherwise indicate what alternate type structures will be allowed or considered. The contractor should be allowed the option to bid any designated alternate design that is consistent with the contractor's expertise, available equipment, etc.

(3) Bid documents and the contract plans should clearly indicate the design criteria and what type alternate designs and/or contractor options will be acceptable. Determination of practical and economical alternates and/or contractor options should be developed in the preliminary design.

(4) Bid documents should be considered as "open" documents in regard to construction method, erection systems, and prestressing systems.

(5) Consistent design criteria should be used for alternates, i.e., if load factor design is used, it should be used for all alternates.

(6) Span lengths should be identified on the contract plans. However, other than where pier locations are constrained by physical and geological conditions at the site, consideration should be given to allowing a tolerance in pier location to avoid placing a particular alternate at an economic disadvantage. For example, in a typical three span structure, the side span should be

approximately 80 percent of the center span for structural steel, 70 percent for conventional cast-in-place concrete on falsework, and 65 to 70 percent in segmental balanced cantilever construction.

(7) To avoid an economic disadvantage to a particular superstructure alternate, alternate substructure designs may be required. Limitations on the substructure, such as allowable axial load and moment, should be clearly identified on the contract plans.

(8) Where specific design requirements are not covered by the American Association of State Highway and Transportation Officials (AASHTO) Bridge Specifications, the contractor should be allowed to use other recognized codes and standards where applicable. However, the alternate design should document where these provisions are to be used, why the AASHTO requirements do not apply, and which articles of the substituted code or standard are to be used. Such provisions should be subject to approval by the engineer and appropriate agencies.

(9) Prebid conferences are to be encouraged as a means of communication between the engineer, highway agencies and contractors.

(10) In order to allow a contractor adequate time to investigate the various alternatives and prepare plans, it is recommended that the advertising time be commensurate with the size and complexity of the project with a minimum of 60 days.

(11) In order to allow adequate review and checking of the low bidder's proposal, award of contract should be extended commensurate with the size of project.

b. Prestressed Concrete Alternate

(1) To increase the competition in post-tensioned concrete construction, it is recommended that plans and other bid documents allow conventional cast-in-place on falsework, precast prestressed span units, and segmental construction or combinations thereof.

c. Structural Steel Alternate

(1) Any changes in member sizes or details resulting from erection procedures or methods should be evaluated at the shop drawing stage.

(2) To increase the competition in structural steel construction, it is recommended that plans and other bid documents allow the following, where feasible:

(a) Option in field and shop splice locations.

(b) In bolted compression splices, the option of transferring 50 percent of the load through milled ends of the members.

(c) Consideration of options in details to simplify or facilitate fabrication and erection.

(d) Option of using rolled sections in lieu of fabricated members.

Rex C. Leathers
Director, Office of Engineering

STATE OF OREGON
ROAD DESIGN SECTION

INTER[illegible]FFICE MEMO
DES 16-1

TO: MEMO TO THE FILE

DATE: January 12, 1981

FROM: Donald N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Willamette River (Marion Street) Bridge
Willamina-Salem Highway
Polk and Marion Counties

NOTED
E. S. HUNTER

The trestle detour on the west end of this project was originally planned to go with the Marion Street job. The Bridge Section has objected to this and proposes that it be built with the Center Street project. Their reasons follow:

> A trestle detour, at best, is built to last for a comparatively short time. If a contractor builds one and does not have to maintain it, he may be lax in its construction. If, however, the same contractor that builds it must maintain it we can expect a better job.

This seems like a legitimate reason to build the detour with the Center Street job. This will be discussed with Region at the plans-in-hand this week, but it appears now that the detour should go with the Center Street project.

DNS:ja

cc E. S. Hunter
Chuck Fredrickson
Walt Hart
Bill Beard
Ollie Sacre

RECEIVED
TECHNICAL SERVICES
JAN 12'81
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 12, 1980

RECEIVED
TECHNICAL SERVICES
1:20 P.M.
JAN 13'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | Note

Mr. Lou McNicoll
Director of Public Works
City of Salem
555 Liberty Street S.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Attention: Mr. Ronald J. Merry, P.E.
Asst. Director of Public Works

Dear Mr. Merry:

Your letter of December 18, 1980 requested that we prepare a plan, profile and cost information for several alternatives which would provide for a pedestrian/bicycle facility from the Center Street-Marion Street Bridges to the westerly side of Front Street near the riverfront area. The proposed alternatives and their estimated cost are listed as they were defined in the December 18 letter.

1. Parallel bikeway bridge level from east side Front Street to west side BN Mainline, then drop down at 2.5% to west edge of Water Street, then down at 4.5% to ground level.

   The bikeway must join the Center Street Bridge at a bent making the beginning point at the centerline of Front Street instead of the east side of Front Street.

   Cost: $495,000.

2. Parallel Bikeway Bridge starting just east of BN Mainline, then down at 4.5% to west edge of Water Street, then down at 4.5% to ground level.

   Cost: $440,000.

3. Start at Center Street Bridge sidewalk and drop down to west side of Water Street maximum allowable grades, (4.5%).

   Cost; $435,000.

4. Stairs at same location as No. 3.

   Cost $100,000 including illumination.

5. Elevator at same location as No. 3.

   Cost $100,000 including illumination

Other alternatives which could satisfy the objective are:

a. A ramp from the west side of Front Street down 4.5% to ground level. (Alternate 6)

   Cost: $420,000.

b. Increasing the grade from 4.5% to 6.5% to equal the grade of the CF line would result in the following costs:

   Alt. 2 $312,000
   Alt. 3 $310,000
   Alt. 6 $315,000

Sketches and possible grade lines for the various alternatives are attached.

It is our understanding that financing for this facility would not be available from bridge replacement funds. The facility could be financed from Urban or Interstate Transfer funds.

Please advise this office if further information is required.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
Region 2 Engineer

COF/dlm
Attachments

cc: E. S. Hunter
Adrian Olson
George Grove
Alan Hershey

9291

30

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: January 9. 1981

FROM: D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Willamette River (Marion Street) Bridge Section
Willamina-Salem Highway
Polk and Marion Counties

A plans-in-hand review on the subject project will be held January 14th at 9 a.m. in the Region 2 office.

Region will provide transportation which will be at the south end dock of the Transportation Building at 8:45 a.m.

Copies of the plans are being sent to all interested parties and these should be brought to the meeting by the individuals attending as none will be available.

Traffic control will be thoroughly discussed and we would like answers to the following questions:

1. Should a quantity of perforated pipe be shown to be placed as directed by the engineer?

2. Are any temporary erosion controls other than seeding and mulching required?

3. Should the detour trestle on the west end be built with this project or the Center Street Bridge?

4. Should construction lighting be handled by agreement with PGE?

DNS:rlr

cc: Gerald Wimer/Please provide two cars at the loading dock at 8:45 a.m.
Bill Kappus
John Tindall
Bill Beard
John Day
Ollie Sacre
D. N. Stoudenmeyer
Gordon Ballard

1 Verstaeg
2 Anderson
Christ[illegible]
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 09 1981
ROAD DESIGN SECTION

Do Not [illegible]
Return To
Bring Up
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

9241

U. S. DEPARTMENT OF TRANSPORTATION : FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-47(7)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80363

COUNTY NAME
Marion & Polk

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO
Machining
FOR
Info | Issues | W.O. | D.R. | Sec. | Art. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1/6/81	Primary 47	Primary 30

GENERAL LOCATION:

Willamette River (Salem) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/9/80 I approve the revised Preliminary Engineering Costs to a TEC of $430,000 Federal Funds $368,810.

(Increase TEC $190,000 Federal Funds $162,960)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/6/81	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-855

1981 Will. R. (Marion St.) Br. 9291
Sec. of the Will.-Salem Hwy.
F.E.I.S. #4

For Center St. Bridge Replacement
See - CON 19-1 - Willa. R. - Sp. '81

editorials

NOTED
H. S. COULTER

Gas tax plan improved by adding complexity?

Oregon voters have spoken clearly and repeatedly in opposition to increasing the state gasoline tax, but state Transportation Department officials apparently haven't been listening. The department is preparing a new, more complicated ballot proposal, just as though the voters hadn't said a word.

The department tried to sell a similar formula to the Legislature at the last session. Instead, the Legislature sent a simple two-cent gas tax increase to the voters, which was trounced on Nov. 4.

THE FORMULA IS this. Read carefully, because this isn't simple. First, take the amount of money raised by the state gasoline tax in a base year and multiply it by the increase in the Portland Consumer Price Index. Then divide this by the number of gallons of gasoline sold in the state in the current year. This gives the amount of the state gas tax, per gallon, to be charged for the coming year,

To see how this would work in practice, take the $98 million collected from the gasoline tax in 1979, multiply it by the 12.9-percent increase in the CPI and divide it by the 1.31 billion gallons of gasoline sold in the state. Under this system, the gas tax would be roughly 8.5 cents per gallon this year, instead of the current 7 cents.

As complex as this seems, it provides a means of "indexing" the gasoline tax to the economy. The tax will go up with the rate of consumer inflation. It will go up or down with the amount of gasoline sold in the state.

It turns out, by the way, that despite the increase in population and total miles driven, the gas economy of the smaller cars is pushing total sales down.

IF WE ACCUSE the Transportation Department officials of not listening, the same charge could be levied at the public.

The persistent refusal of the voters to increase this "user fee" for repair and maintenance of the highways leaves transportation officials frustrated. The state operates 7,600 miles of highway. It can't close part of the system down, as a city can cut library hours or chop off programs, when budgets get tight.

Most forms of government revenue have gone up in relation to inflation. The gasoline tax has gone down, with the reduction in driving. At the same time, the price of asphalt, the basic ingredient in road maintenance, is atop the inflation spiral. The cost of resurfacing a highway has gone up 4½ times since the energy crisis began.

When basic maintenance lags, winter weather can wreak havoc with road surfaces, escalating costs even faster. As highways deteriorate, voter awareness of the need may accelerate. But Oregon voters guard the right to control tax levels zealously.

IF THEY HAVE repeatedly rejected a simple, straightforward plan to increase the gas tax by a defined amount, how much less likely are they to endorse a complex formula, which few will understand, that attaches an automatic escalator clause to the tax?

The highway engineers won't get public approval of the design for the bridge across Credibility Gap merely by making it more complicated.

Third bridge still needed

The two-hour Christmas rush traffic jam Friday on Salem's Marion and Center Street bridges over the

ceed and the contracts should be let, based on a temporary transfer of funds from other sources.

by adding complexity?

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The highway engineers won't get public approval of the design for the bridge across Credibility Gap merely by making it more complicated.

Third bridge still needed

The two-hour Christmas rush traffic jam Friday on Salem's Marion and Center Street bridges over the Willamette River dramatized the need for a third bridge.

The argument in recent weeks has been over how soon the money for the Marion Street bridge expansion will arrive. Funds for reconstruction of the Center Street bridge, with its expansion to three lanes, is authorized.

But this must work in tandem with expansion of the Marion Street bridge. Part of the funds for this project have been withheld. Sen. Mark Hatfield's spokesman tells us not to worry. The funding will be delayed, not dropped.

We agree. The project should proceed and the contracts should be let, based on a temporary transfer of funds from other sources.

But neither this nor an improved mass transit system will solve the need for a third bridge in Salem.

It is imperative that through east-west traffic be diverted from the city core. The city center can be paralyzed when an accident or stalled cars tie up traffic on one of the two bridges which serves as a couplet for cross-river travel.

As appreciative as we are of the federal funding for a new Center Street bridge and for the matching expansion of the Marion Street span to three lanes, the Salem bridge problem will not be solved until a third bridge is available.

December 11, 1980

DES 16-1

J. H. Holmead III
Captain, U.S. Coast Guard
Chief, Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

bc H. S. Coulter
J. H. Versteeg (enc.)
F. E. Terpin "
Walt Hart
Gary Potter
C. O. Fredrickson "

Dear Captain Holmead:

Proposed Replacement of
Center Street Bridge and
Modification of Marion Street Bridge
Willamette River at Salem, Oregon
Your File 16591, Serial 498

In response to your request, I am confirming that concerns raised by the Federal Emergency Management Agency (FEMA) regarding potential flooding caused by the bridge projects have been addressed. A backwater analysis has been conducted by the Highway Division. Additional material was not provided in the EIS because it was apparent to us that no changes in flood patterns would result from the project.

The analysis showed that the existing bridges have a backwater of 0.1 foot (for the 100-year flood). The proposed bridges, as replaced or modified, would have essentially the same backwater, although it would be fractionally less. There will be no changes on the river side of the approaches and thus no additional encroachment in the river floodplain. In addition, the new Center Street Bridge will have two fewer piers in the river than the existing structure. The existing bridges have been in place since 1918 and 1953 (62 and 27 years, respectively) and have not caused flooding problems.

I hope this information will allow you to approve the amended permit as quickly as possible. I am concerned that the review period for this project has been excessive. The draft EIS was circulated on November 16, 1979 and the final EIS on July 30, 1980, yet review comments are still being received as of November 25, 1980. Anything you can do to expedite this matter will be appreciated.

Sincerely,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

cc Glen Green - FHWA

GAP: ja

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16591
Serial 498
4 December 1980

State of Oregon
Department of Transportation
ATTN: Mr. E. S. Hunter
Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

RE: Proposed Replacement of Center Street Bridge and Modification of Marion Street Bridge, Willamette River at Salem, Oregon

Gentlemen:

The enclosed letter from the Federal Emergency Management Agency (FEMA), dated 25 November 1980, has been received in response to the amended public notice concerning the above-referenced bridge projects. The final environmental impact statement (EIS) for the project states that "The project is in compliance with Executive Order 11988 and does not require a floodplain finding." (page 26) It is requested that you confirm that the concerns expressed by FEMA have been addressed during the preparation of the final EIS and that the proposed project would not result in any increase in flood levels.

All necessary responses to the amended public notice have been received or are enroute and findings of fact are being prepared at this time. Every effort will be made to complete action on your application in a timely manner. If you should have any questions regarding progress on your application, please contact Mr. Wayne Lee or Mr. John Mikesell for assistance.

Your cooperation is appreciated.

Sincerely,

J. E. Mikesell for

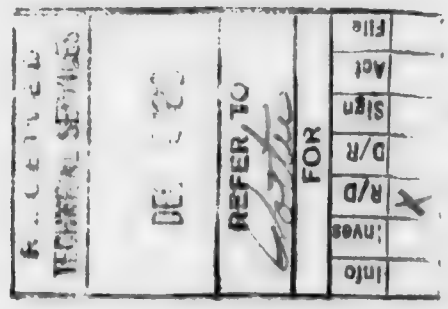
NOTED
E. S. HUNTER

J. H. HOLMEAD III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: As noted

Copy to: Mr. Glen Green, FHWA

RECEIVED
Environmental Section



cc Hunt 12/8/80

It's a law we can live with.

FEDERAL EMERGENCY MANAGEMENT AGENCY
Region X Federal Regional Center Bothell, Washington 98011

November 25, 1980

Commander
Coast Guard District
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Subject: Proposed Replacement of Center Street Bridge and Modification of Marion Street Bridge, Willamette River at Salem, Oregon

This is in response to your Public Notice 80-N-11, Amended, dated October 24, 1980.

The Federal Emergency Management Agency Administrators the National Flood Insurance Program in Region X. The City of Salem is a participating community in the Program and has enacted ordinances that comply with federal regulations governing all new construction, fills, etc. in floodplain. One of the most important measures the City is responsible for is found at Section 60.3(d)(3) of the Federal Regulations and is repeated in the Salem ordinance. This Section reads as follows:

> "Prohibit encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway that would result in any increase in flood levels within the community during the occurrence of the base flood discharge."

Although the Public Notice mentions that the proposed project will be located within the floodplain, there is no analysis or reference to an analysis that would indicate that placement of the bridge supports and approaches will comply with the above federal regulation. This is important from the City's standpoint in that they are required to assure that the federal regulation is met for all local development, but it is even more important from your standpoint because of Executive Order 11988, to which all federal agencies are responsible. A copy of the Water Resources Council guidelines which includes the Executive Order as an attachment, is enclosed for your information. On the surface, it does not appear as though the project meets the above-cited federal regulation. A detailed backwater analysis should be performed to assure that the regulation is met, a measure that apparently has not been undertaken.

Please contact us if you need any further clarification concerning floodplain management measures federal agencies are responsible for.

Sincerely,

Charles L. Steele, Director
Insurance & Mitigation Division

Enclosures

cc: Ralph W. Hanley, Salem City Manager

9291

Hwy 30

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

TO: Ed Hunter
Asst. State Highway Engineer

DATE: December 3, 1980

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Pedestrian Structure
Center and Marion Street Bridges
Willamina-Salem Highway
Marion County

Vertices / Anderson / Christ / Olson a DO / Sullivan / Tarpin / Trent / Weber

RECEIVED DEC 04 1980 ROAD DESIGN SECTION

A pedestrian overcrossing of Front Street has been repeatedly mentioned as part of the Center and Marion Street Bridge project. This was to enhance pedestrian access to the river front.

One option that was considered was a circular ramp west of Front Street from the 10-foot wide pedestrian-bikeway adjacent to the new Center Street Bridge, as shown on the attached sketch from the EIS or on a print of a plan sheet. Out-of-direction travel, excessive height, and a long overcrossing were all considered to discourage use of such a facility. It is estimated to cost in excess of $250,000. Funding source has not been explored.

It would not appear that there would be a significant pedestrian-bikeway traffic from across the river destined into this area or that people from the downtown area would use this route as opposed to crossing Front Street at grade at the signals at Court Street or just east of Union, or crossing without protection at one of the severed streets in between.

There does not appear to be any obvious place to build a pedestrian crossing of Front Street at this time. One could be added from the Center Street Bridge facility in the future if this is determined to be the appropriate location.

Your consideration of this is requested.

ADO:ja

Attachments

12-9-80
Walkway not justified at this time. When waterfront develops and if demand appears the walkway may be considered again.

RECEIVED TECHNICAL SERVICES DEC 4'80

REFER TO Olson

FOR

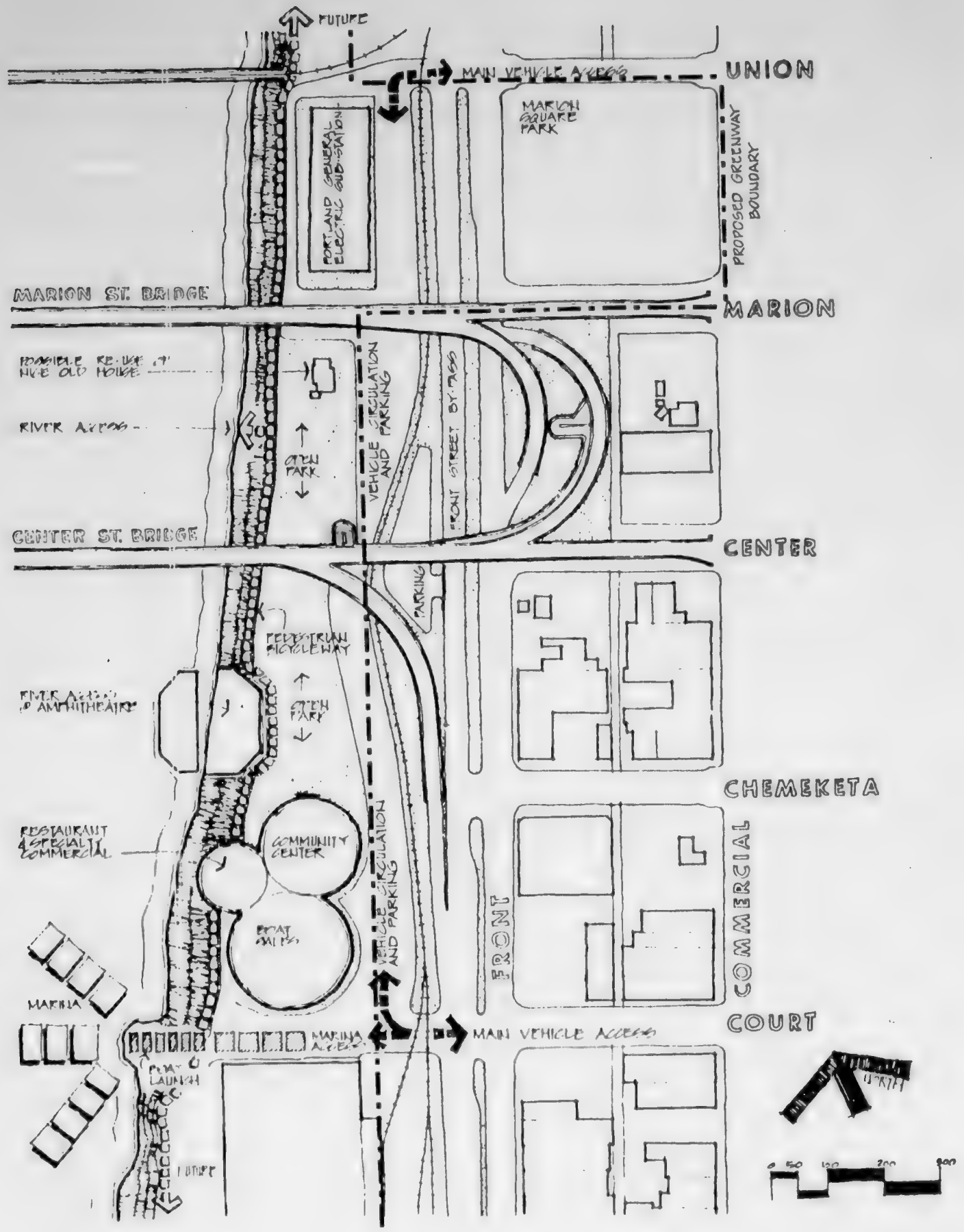
Info	Invest	R/D	D/R	Sign	Act	File

Copies Fredrickson / Potts Hoot

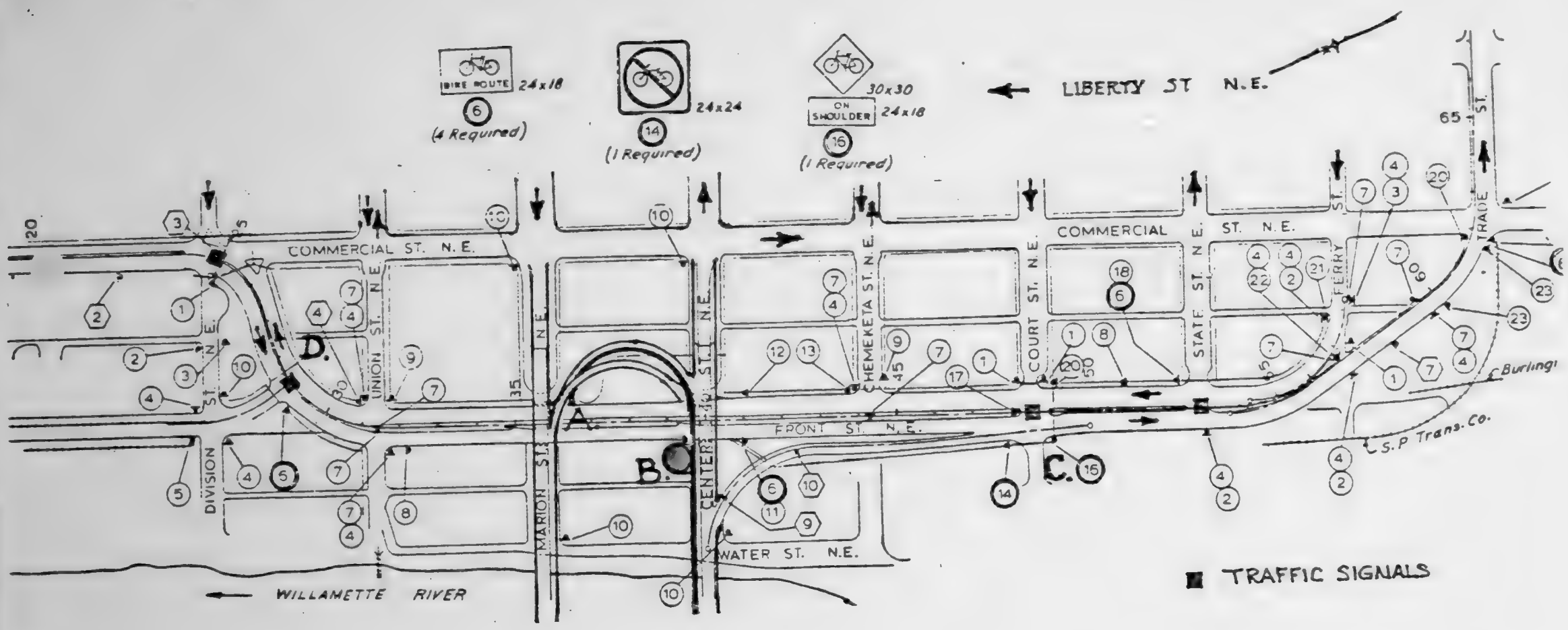
ADO 12/9/80

FIGURE 22

DEVELOPMENT PLAN FOR THE WILLAMETTE GREENWAY



SOURCE: City of Salem, Urban Renewal Agency, "RIVERFRONT - DOWNTOWN URBAN RENEWAL PLAN", May, 1975 (Amended 1978).


BIKE ROUTE 24x18
(6)
(4 Required)
24x24
(14)
(1 Required)
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ON SHOULDER 24x18
(16)
(1 Required)
LIBERTY ST N.E.
COMMERCIAL ST. N.E.
UNION ST. N.E.
DIVISION
MARION ST. N.E.
CENTER ST. N.E.
CHEMEKETA ST. N.E.
COURT ST. N.E.
COMMERCIAL ST. N.E.
STATE ST. N.E.
FERRY ST.
TRADE ST.
FRONT ST. N.E.
WATER ST. N.E.
WILLAMETTE RIVER
S.P Trans. Co.
A.
B.
C.
D.
TRAFFIC SIGNALS

9291

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
Brs.
123K and
7253B

November 25, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

Foundation Exploration
Center and Marion Sts. Bridges
Bridges 123K and 7253B
Willamette River
River Miles 84.4 and 84.5

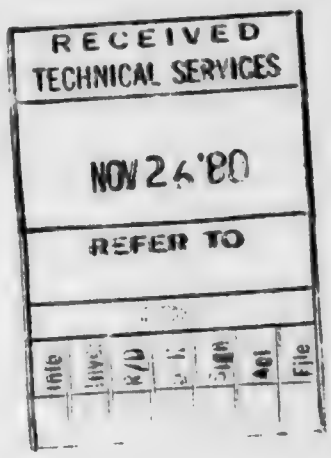
The test borings that were required for the foundation design of Center and Marion Sts. Bridges have been completed.

All obstructions to navigation, which resulted from this work, have been removed.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
C. O. Fredrickson
William Fretwell



Form 734-3122

9211

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

H. S. COULTER

In Reply Refer to
File No.: ROW 13-4

November 24, 1980

Mr. Craig Reiley
Administrator
Rail Rate & Service Div.
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Applications
Crossings No. 3E-071.05-A
3E-071.14-A
Marion & Center St. Bridges
City of Salem
Marion County

Dear Craig:

Attached are the originals and eight copies each of two Application relating to the widening of the Center and Marion Street Bridges in Salem.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.

cc: H. S. Coulter - w/attach
E. S. Hunter - w/attach
W. J. Hart - w/attach
C. O. Fredrickson - w/attach
C. T. Keasey - w/attach
D. E. Swan - w/attach
J. L. Sollis - w/attach

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

PUC Docket No. SXF _____

PUC Crossing No. 3E-071.05-A

DOT-AAR Crossing No. BN 67 035 N

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The State of Oregon, by and through its (name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Willamina-Salem Highway (Marion Street) (name of street or highway)

and Burlington Northern,Inc.(Oregon Electric Railway Company) (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

in (in/near) Salem (name of city/town/rail station), Marion (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*
Highway Bridge Replacement and Federal Aid Interstate Transfer

☐ Other Federal Funds.*

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

BEF[illegible] THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _X_ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
	(208)-232-4450	(Pocatello, Idaho)

or--
(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Transportation Bldg., Salem, Oregon 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763.030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 71.05

b. City Salem

c. Nearest railroad station Salem

d. County Marion

e. The proposed project is to be in the NW 1/4 of the SE 1/4 of Section 22, Township 7S, Range 3W, W. M.

4. a. Name of public highway involved in this project:
Willamina-Salem Highway (Marion Street)

b. Name of public authority with jurisdiction over this highway:
Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Burlington Northern, Inc. (Oregon Electric Railway Company) Mainline
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Burlington Northern, Inc., 1101 NW Hoyt, Portland, OR 97207

b. City of Salem, Dept.of Public Works, 555 Liberty St. SE, Salem OR 97301

c. Northwest Natural Gas Company, 3123 Broadway NE, Salem OR 97303

d. Salem Electric, 633 7th NW, Salem OR 97304

e. Pacific Northwest Bell Telephone Co., 831 Lancaster Dr.NE, Salem OR 97301

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

The existing concrete structure will be widened from a 26-foot roadway to a 56-foot roadway. The existing 5-foot sidewalk will remain in place. The widened portion will be poured-in-place concrete requiring falsework over the track.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? The existing structure is deficient in width for modern highway traffic.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossing. (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? _____ (yes/no)

If no, why not? _____

_____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

_____

_____

_____

_____

(2) *Width--The highway is _____ feet wide at the crossing at present; after completion of the project, it will be _____ feet wide at the crossing; consisting (from _____ (N or E) to _____ (S or W)) of:

At present--		After completion--	
Shoulder** of	_____ feet	Shoulder of	_____ feet
_____ lane(s) at	_____ ft. ea.	_____ lane(s) at	_____ ft. ea.
Median of	_____ feet	Median of	_____ feet
_____ lane(s) at	_____ ft. ea.	_____ lane(s) at	_____ ft. ea.
Shoulder of	_____ feet	Shoulder of	_____ feet

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.
** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

_____ (yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

22. Who will construct the structure?

Oregon Department of Transportation, Highway Division

_____

23. Who will pay for such construction?

Name of Party	Percent of Cost
ODOT, Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

ODOT, Highway Division

b. All highway appurtenances: ODOT, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

ODOT, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Burlington Northern, Inc. (Oregon Electric Railway Company)

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

ODOT, Highway Division

b. All highway appurtenances: ODOT, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

ODOT, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Burlington Northern, Inc. (Oregon Electric Railway Company)

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

ODOT, Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): Impaired horizontal and vertical construction clearances will be required. See dwg. no. 35721.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No
(yes/no)

If yes, list and explain: _____

If no, explain why not: This project is a widening of an existing separated crossing.

42. Other items of construction and cost distribution:

* * * \

I, L.W. Kulica, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

L.W. Kulica

STATE OF OREGON)
) ss.
County of Marion)

Subscribed and sworn to before me this 24th day of November, 1980.

Estelle L. Egan
(Notary Public for Oregon)

My Commission Expires: Oct. 30, 1984

PUC Form 202 (30) 1-80
Signature Page

Union St. N.E

Marion St. bridge
See dwg. #35721 for
details.

"CF" Ramp

"FM" Ra

Bikewa

NORTHBOUN

35

FRONT ST.

SOUTHBOU

101'-11'-34"

R.R. R/W

Burlington Northern

"BN" 59+91.63
"M" 36+85.88 P.O.T.

R/W

W½ of SE¼ of Section 22,
T. 7 S., R. 3 W, W.M.

"M" Line

PLAN

Scale: 1"=50'

"M" Line

Union St N.E.

Marion St. bridge

Profile top of rail
See dwg. # 35721 or 35
for "BN" Line gradline

ELEVATION

Scale: 1"=50'-0"

Ramp

Center St. bridge, See dwg. # 35722 for details.

CHEMEKETA ST. N.E.

"FM" Ramp

Bikeway

NORTHBOUND

40

45

FRONT ST. N.E.

SOUTHBOUND

54"

R/W

"CSBF" Ramp

"BN" 64+33.22
"C" 37+84.88

urlington Northern Railroad "BN" Line

R.R. R/W

95°-23'-00"

R/W

"C" Line

PLAN
Scale: 1"=50'-0"

"C" Line

"CSBF" Line

on St. bridge

Center St. bridge

"CSBF" Ramp

ofile top of rail
e dwg. # 35721 or 35722
"BN" Line gradline.

ELEVATION
Scale: 1"=50'-0"

ADVANCE PLANS

NOV 24 1980

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: P.E.	
STRUCTURAL DESIGN ENGINEER P.E.	
TECHNICAL SERVICES ENGINEER	
DESIGNED T.J. Shike	
DRAWN J. Silbernagel	
CHECKED	
REVIEWED	
REVIEWED	
CALC BOOK	
DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

WILLAMETTE RIVER BRIDGES
(MARION ST. & CENTER ST.-SALEM)
WILLAMINA-SALEM HWY. - MARION CO.

VICINITY MAP

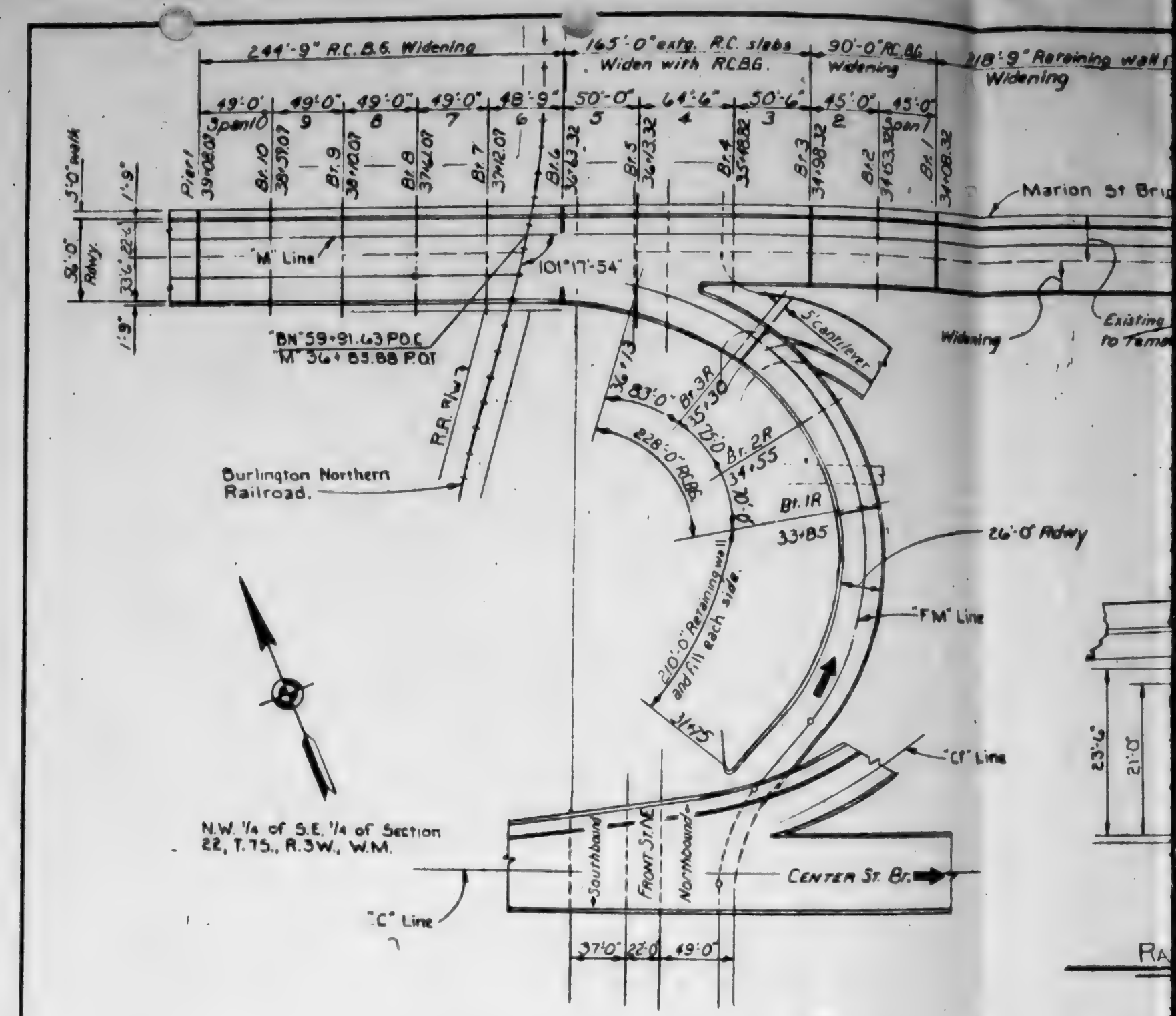
ACCOMPANIED BY DWGS. 35721 & 35722

DATE November 1980

SHEET 1 OF 3

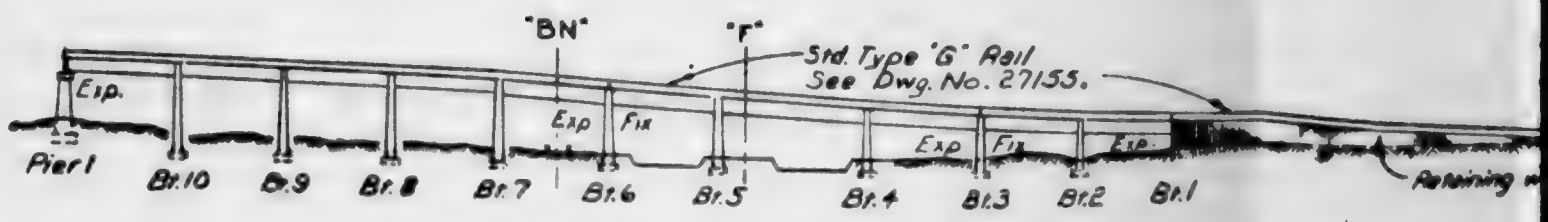
BRIDGE NO. 72538 & 123K

DRAWING NO. 35720



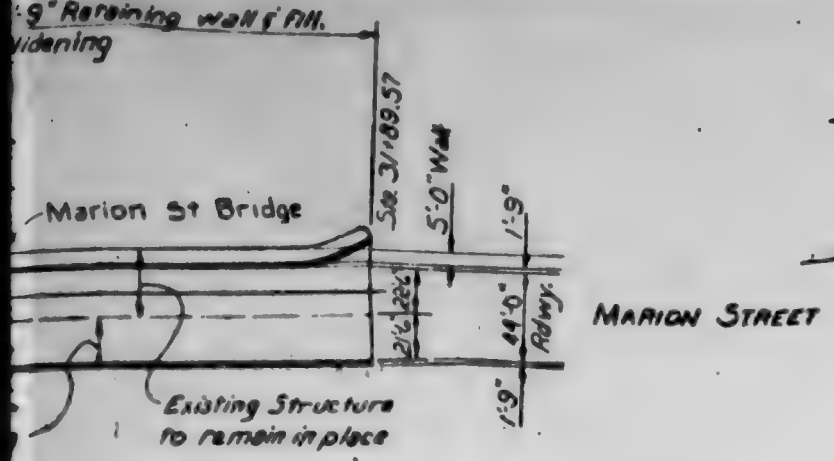
Marion St. Br. & "FM" Ramp

Scale: 1"=50'-0"

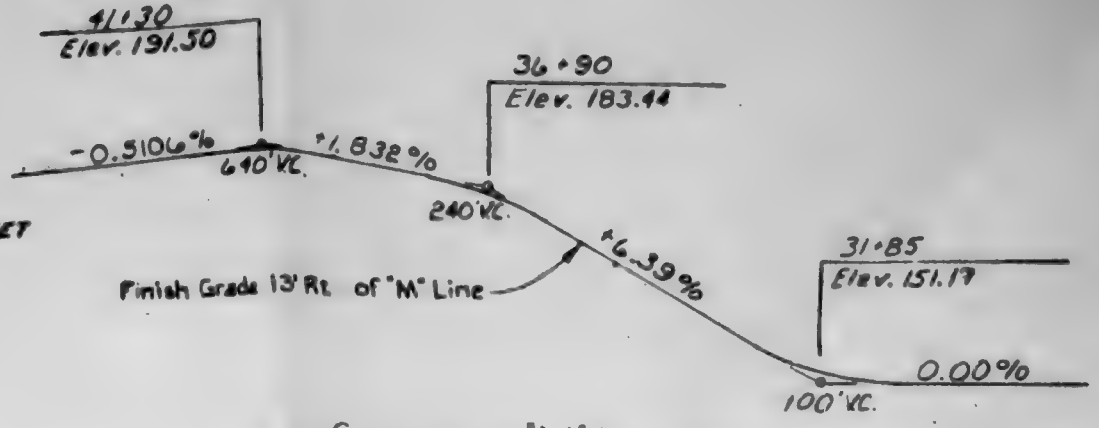


Elevation - Marion St. Br.

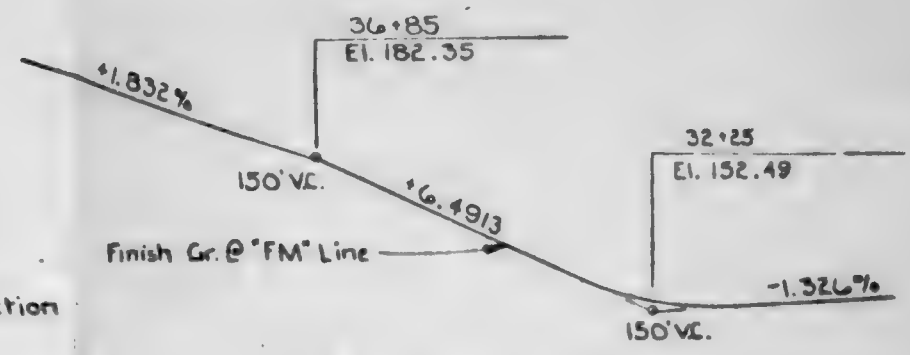
Scale: 1"=50'-0"



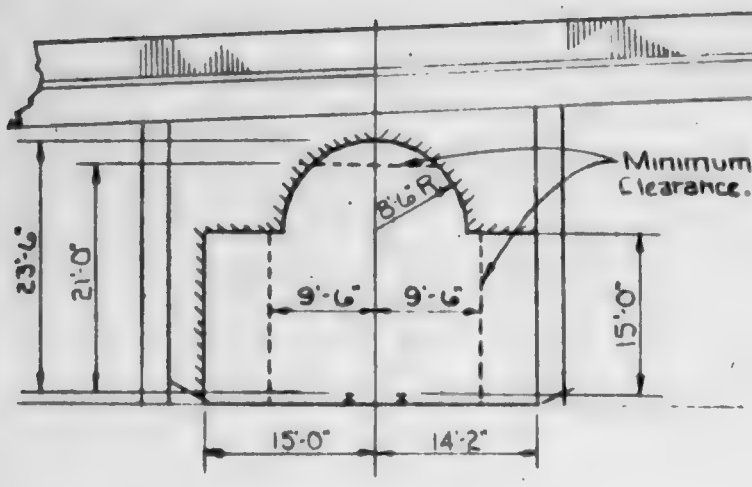
MARION STREET



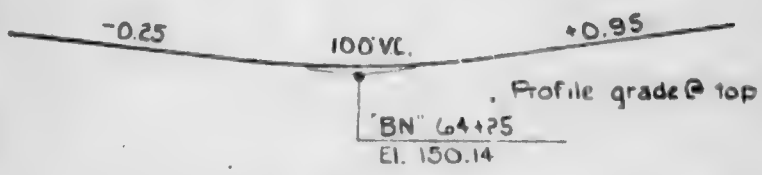
GRADELINE "M" LINE



GRADELINE "FM" LINE

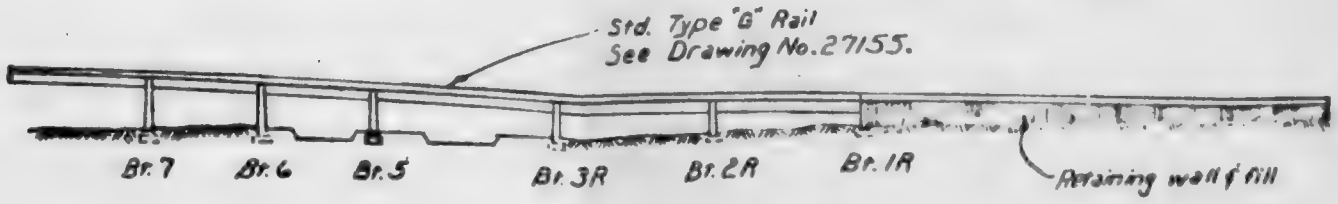


RAILROAD CLEARANCE DIAGRAM



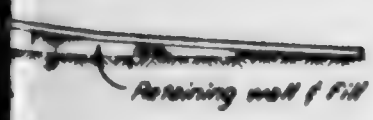
GRADELINE - BURLINGTON NORTHERN RAILROAD

No Scale

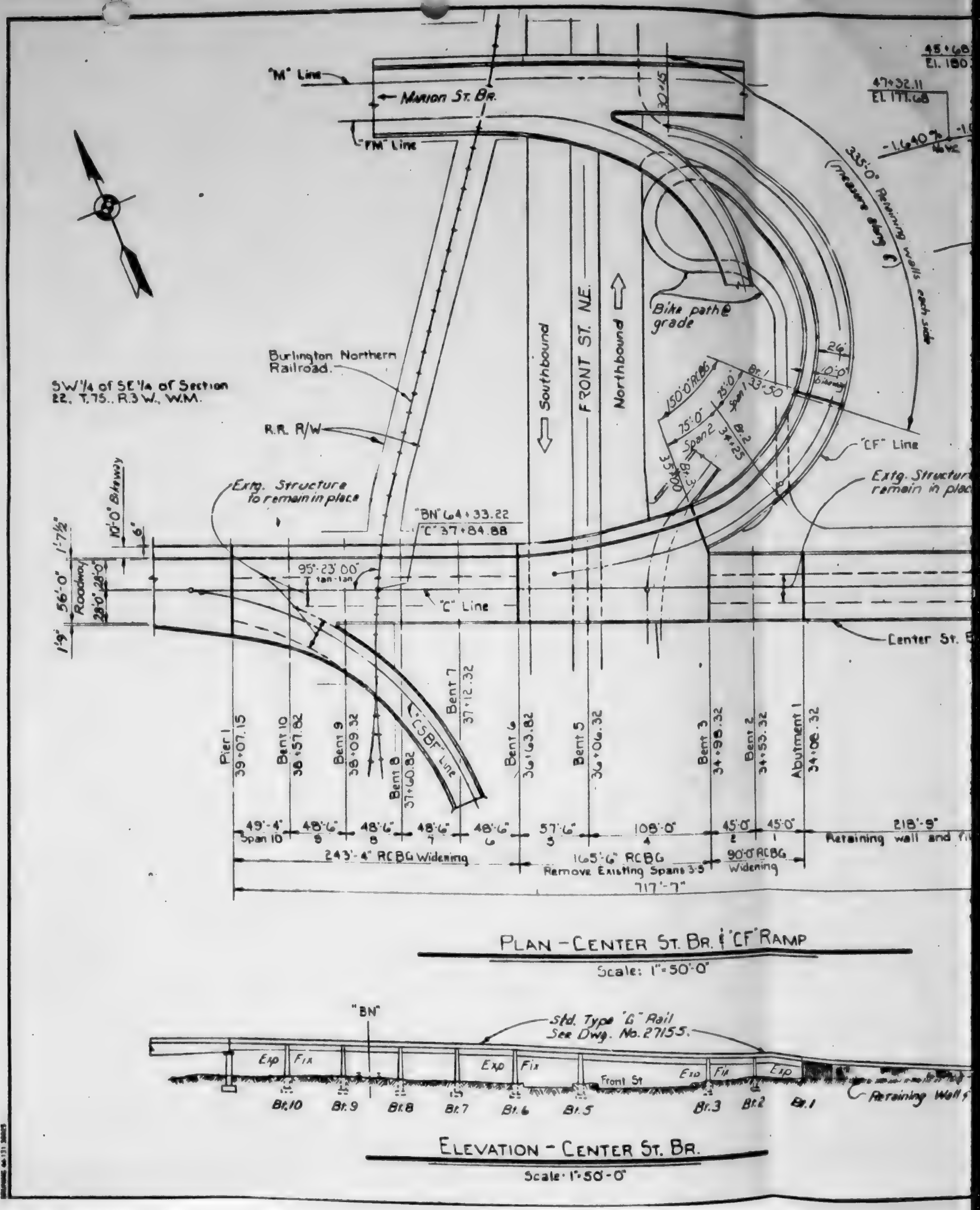


ELEVATION - "FM" RAMP

Scale: 1"=50'-0"



APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	WILLAMETTE RIVER BRIDGE (MARION ST. - SALEM)
DATE / REVISION	PLAN AND ELEVATION RAILROAD CLEARANCE DETAILS
	DATE November 1980 SHEET 2 OF 3 BRIDGE NO. 72538 DRAWING NO. 35721

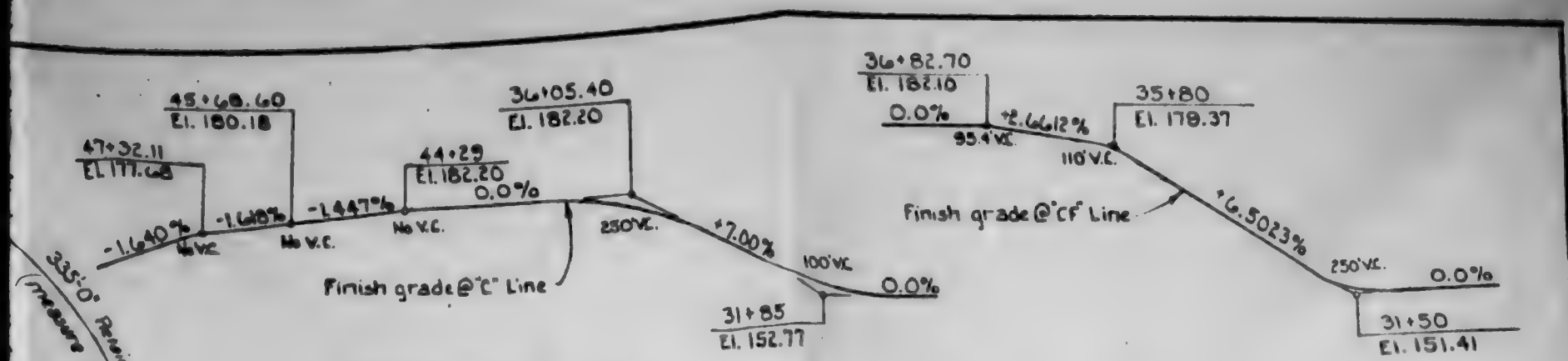


PLAN - CENTER ST. BR. & "CF" RAMP

Scale: 1"=50'-0"

ELEVATION - CENTER ST. BR.

Scale: 1"=50'-0"

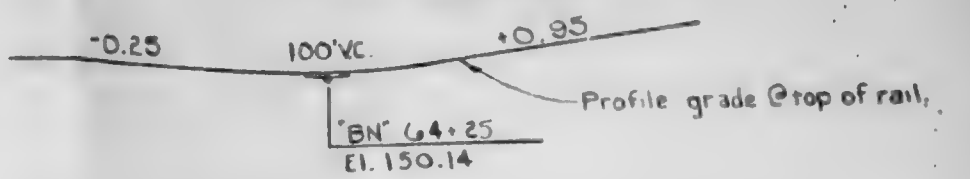


GRADELINE - "C" LINE

No Scale

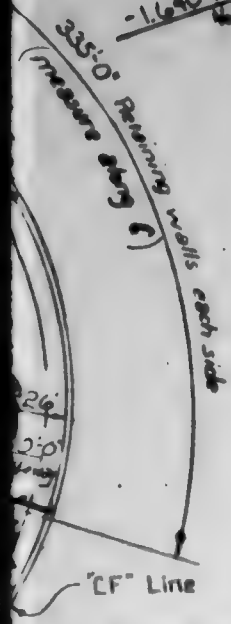
GRADELINE - "CF" LINE

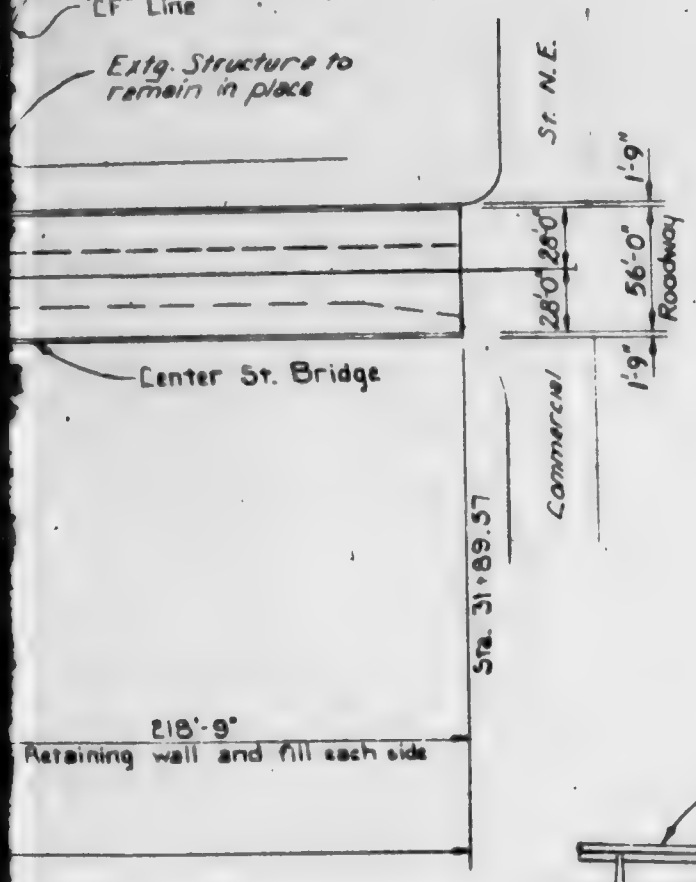
No Scale

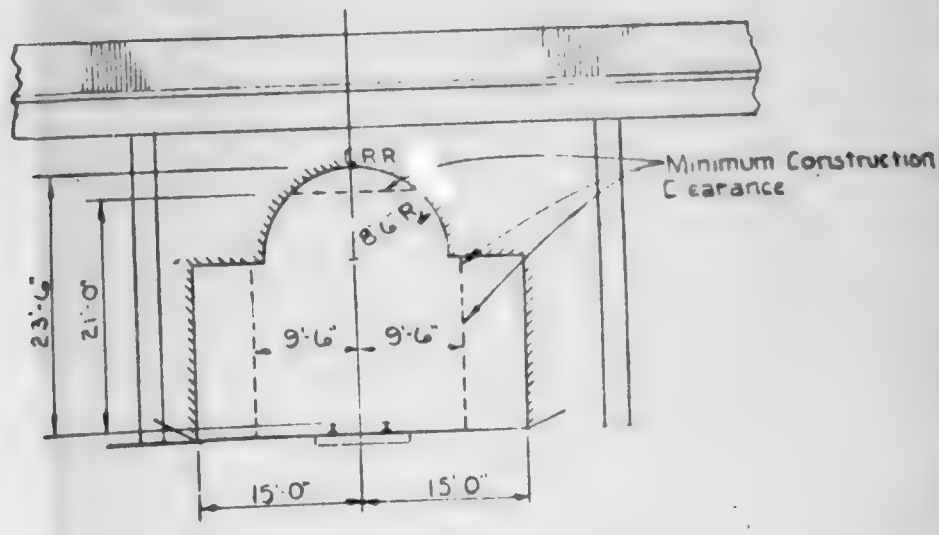


GRADELINE - BURLINGTON NORTHERN RAILROAD

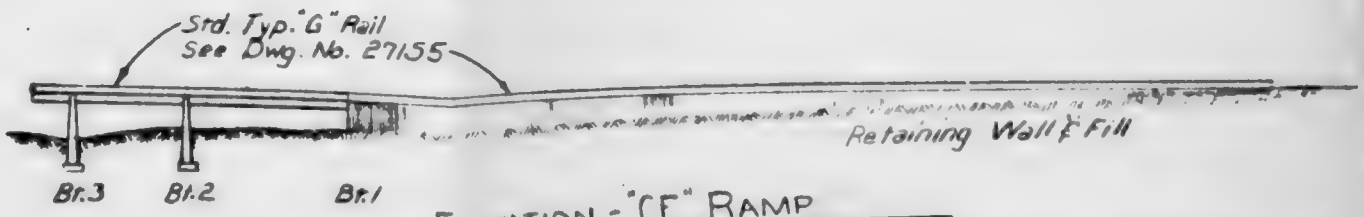
No Scale





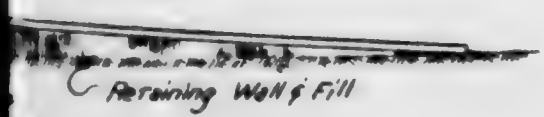


RAILROAD CLEARANCE DIAGRAM



ELEVATION - "CF" RAMP

Scale: 1" = 50'-0"



APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED Shike, Thompson DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	WILLAMETTE RIVER BRIDGE (CENTER ST. - SALEM)
DATE / REVISION	PLAN AND ELEVATION RAILROAD CLEARANCE DETAILS
DATE November 1980 BRIDGE NO. 123M	SHEET 3 OF 3 DRAWING NO. 35722

9291

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

T... OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Bridge Discretionary Funds - Appn 119
Center Street Bridge-Oregon-FY 81

Date: November 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/407.4

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Fiscal year 1981 Bridge Discretionary funds for the Center Street Bridge have been allocated as follows:

Right of Way	$	880,000.
Construction		21,520,000.
Total	$	22,400,000.

Authorization to proceed will be given upon receipt of your request providing there is a sufficient balance available of your Federal-aid (80%) limitation, and providing all other Federal-aid requirements have been satisfied.

FOR G. L. Green

cc:
OSHD (D.E. Swan)

RECEIVED
STATE HWY ENGR
NOV 18 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1271

L.

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

3 November 19 80

A PERMIT TO place approx. 8,200 cubic yards of concrete for bridge footings and 18,000 cubic yards of riprap used to protect the footings in conjunction with replacing the existing Center Street Bridge and widening the Marion Street Bridge for use by public.

AT Willamette River, Mile 84.5, in Marion & Polk counties, Salem, OR

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 3 November 19 80

ADDRESS OF PERMITTEE 200 Transportation Building
Salem, OR 97310

PERMIT NUMBER 071-OYA-4-003680

TERENCE J. CONNELL
District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

*GPO 1 [illegible]

11/6/80 Original to Construction

cc General Files
Road Design
Bridge
Don Keyes, Location

Application No. 071-OYA-4-003680

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 3 November 1980

Expiration Date (If applicable) 30 November 1983

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 16 May 1980 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into waters of the United States upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
200 Transportation Building
Salem, OR 97310

is hereby authorized by the Secretary of the Army:
to place approximately 8,200 cubic yards of concrete for bridge footings and 18,000 cubic yards of riprap used to protect the footings in conjunction with replacing the existing Center Street Bridge and widening the Marion Street Bridge for use by public.

in Willamette River, Mile 84.5, in Marion and Polk Counties

at Salem, Oregon

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks.)

071-OYA-4-003680 (Willamette River - Fill).

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

ENG FORM 1721 1 JUL 77 EDITION OF 1 APR 74 IS OBSOLETE. (ER 1145-2-303)

b. That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (P.L. 92-532, 86 Stat. 1052), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementat on plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

e. That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

f. That the permittee agrees that he will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

g. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

h. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

i. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before _____ day of _____, 19 _____, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before _____ day of _____, 19 _____, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

q. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition t hereof, he must restore the area to a condition satisfactory to the District Engineer.

r. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

s. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

t. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

II. **Special Conditions**: (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

a. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

b. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

c. Work permormed under this permit is further subject to such enforcement action as may be instituted by the State of Oregon or its agencies under the provisions of the Division of State Lands Material Removal/Fill Permit No. 3261.

The following Special Conditions will be applicable when appropriate:

STRUCTURES IN OR AFFECTING NAVIGABLE WATERS OF THE UNITED STATES:

a. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

b. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

c. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

d. That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

e. Structures for Small Boats: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

MAINTENANCE DREDGING:

a. That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____years from the date of issuance of this permit (ten years unless otherwise indicated);

b. That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

DISCHARGES OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES:

a. That the discharge will be carried out in conformity with the goals and objectives of the EPA Guidelines established pursuant to Section 404(b) of the FWPCA and published in 40 CFR 230;

b. That the discharge will consist of suitable material free from toxic pollutants in other than trace quantities;

c. That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution; and

d. That the discharge will not occur in a component of the National Wild and Scenic River System or in a component of a State wild and scenic river system.

DUMPING OF DREDGED MATERIAL INTO OCEAN WATERS:

a. That the dumping will be carried out in conformity with the goals, objectives, and requirements of the EPA criteria established pursuant to Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, published in 40 CFR 220-228.

b. That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x Frank E. Klepin — 10/31/80

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

for G. A. Hermeno — 3 November 1980

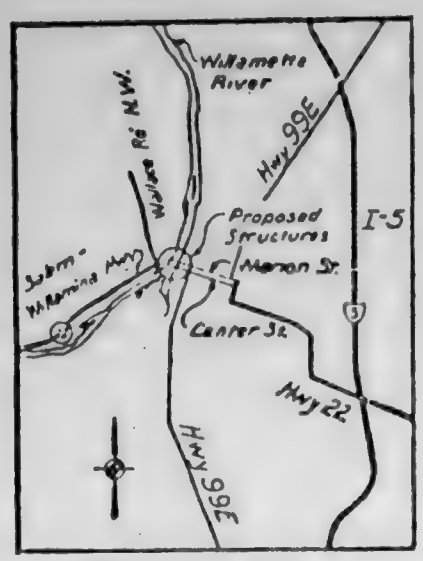
TERENCE J. CONNELL — DATE
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

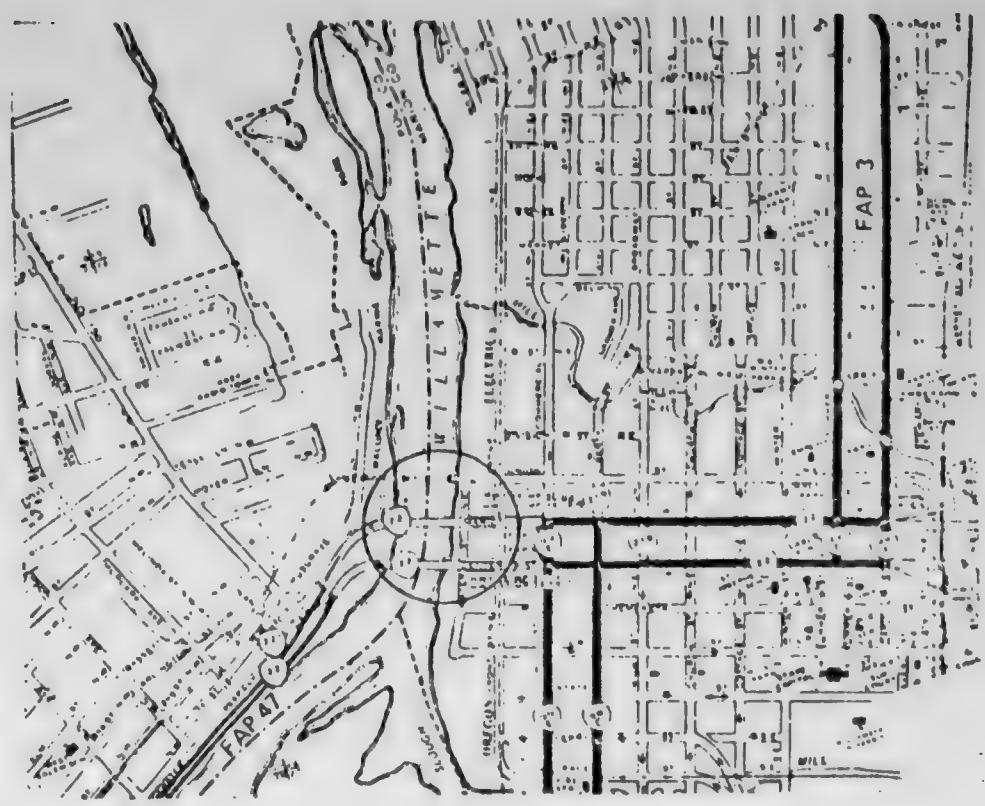
_____ — _____

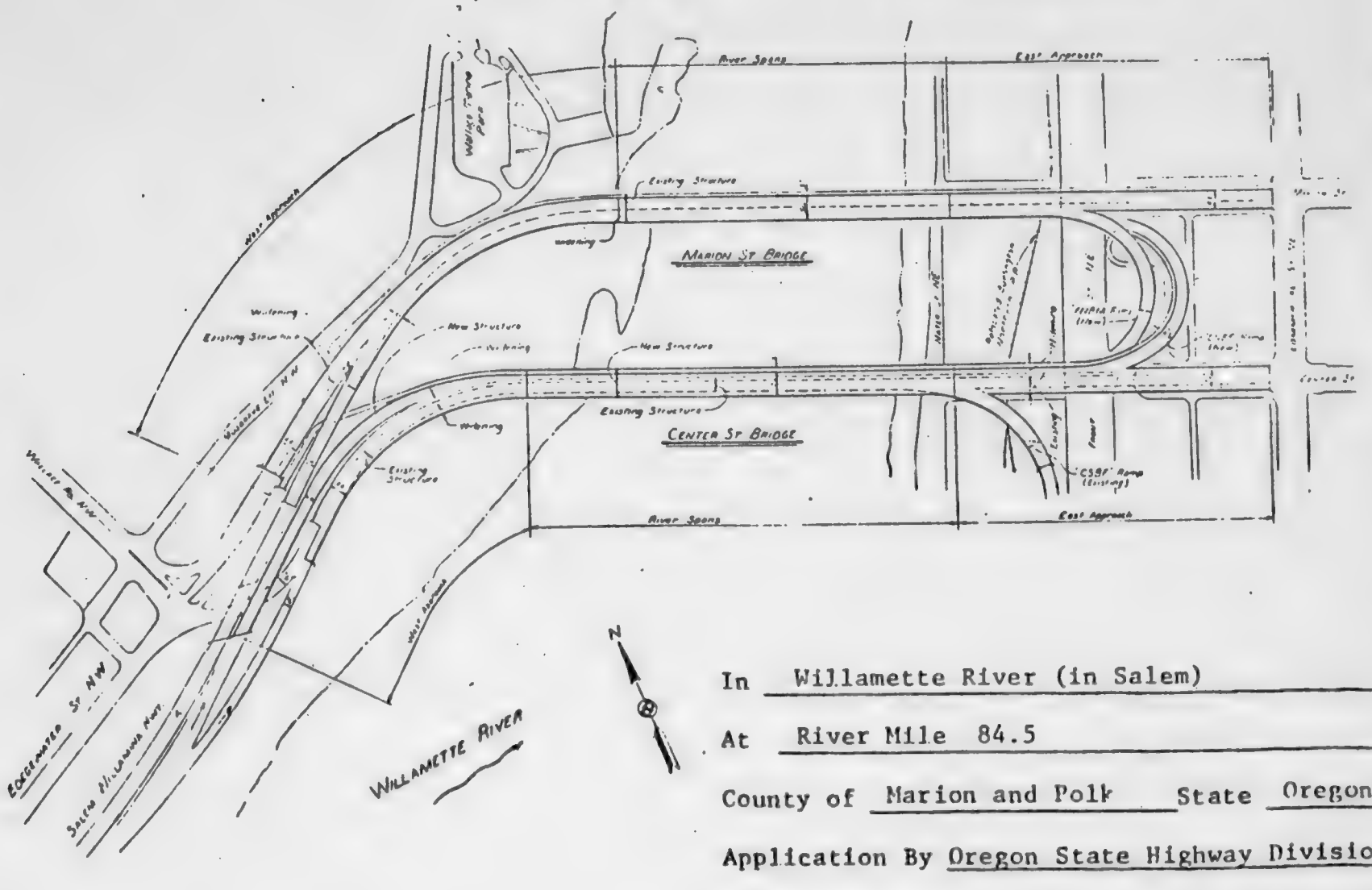
TRANSFEREE — DATE

003680 (Willamette River - Fill)



VICINITY MAP





In Willamette River (in Salem)

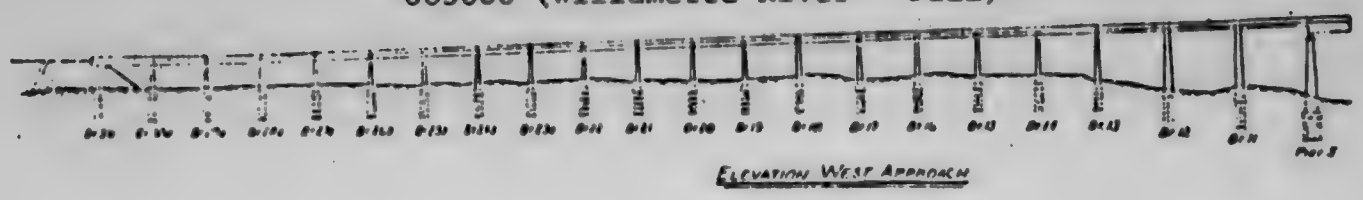
At River Mile 84.5

County of Marion and Polk State Oregon

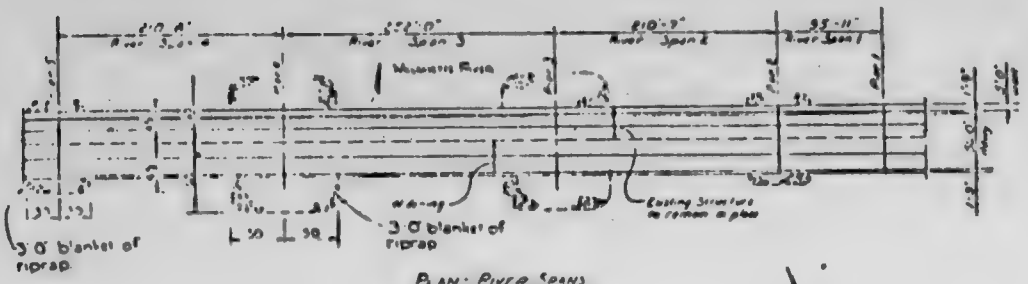
Application By Oregon State Highway Division

Date May 16, 1980 Sheet 1 of 3

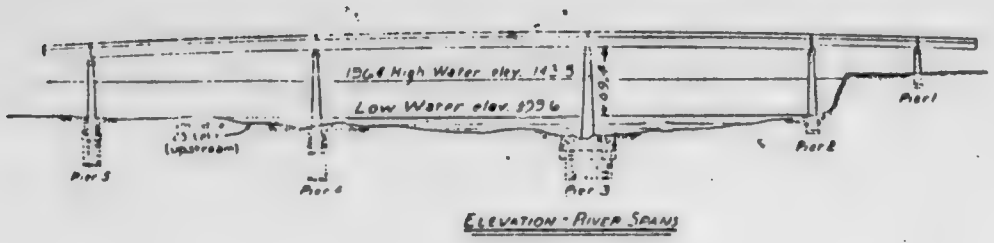
003680 (Willamette River - Fill)



ELEVATION WEST APPROACH

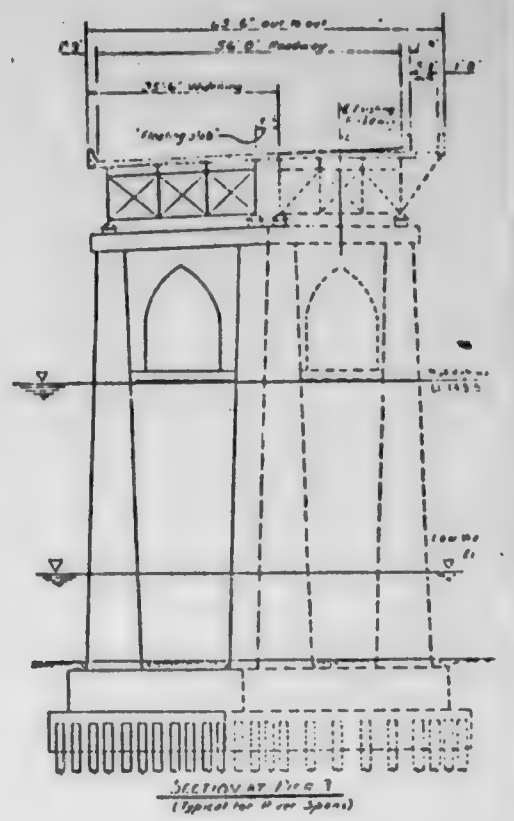


PLAN - RIVER SPANS



ELEVATION - RIVER SPANS

ELEVATION - EAST APPROACH



SECTION AT PIER 3
(Typical for 4 river spans)

WILLAMETTE RIVER BRIDGE
(MARION ST. - SALEM)

Datum: USC&GS 1947 Adj.

In Willamette River (in Salem)

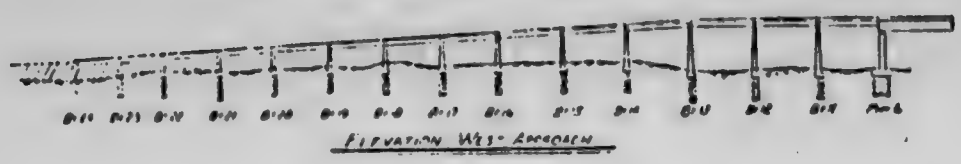
At River Mile 84.5

County of Marion and Polk State Oregon

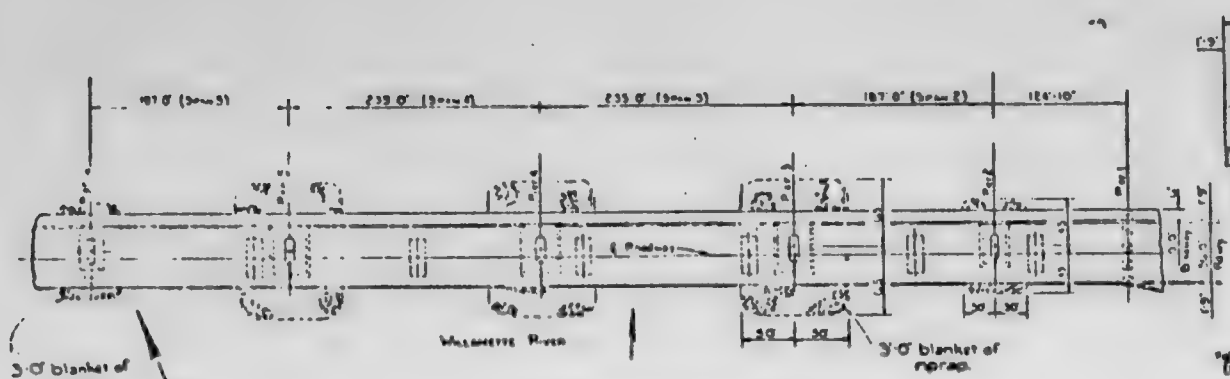
Application By Oregon State Highway Division

Date May 16, 1980 Sheet 2 of 3

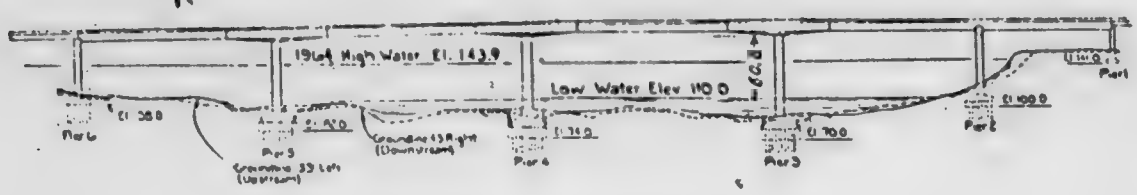
003680 (Willamette River - Fill)



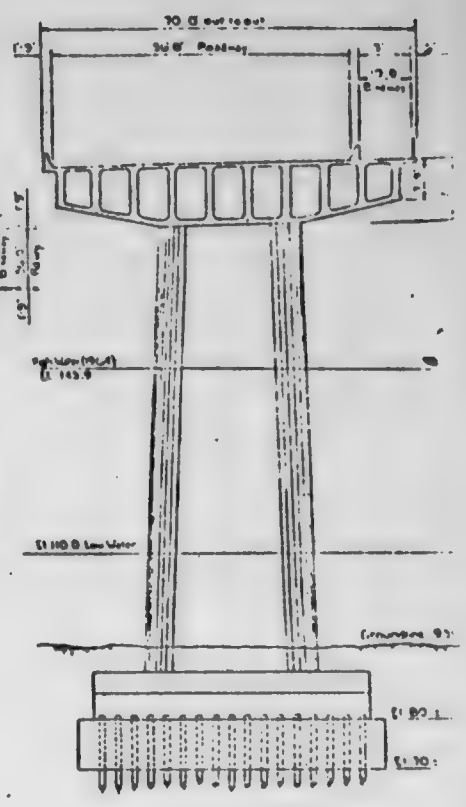
ELEVATION - WEST APPROACH



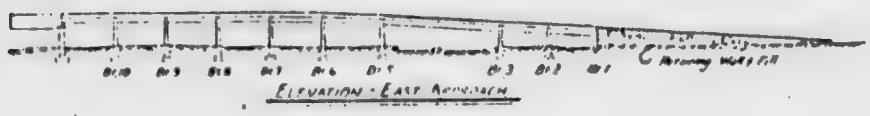
PLAN - RIVER SPANS



ELEVATION - RIVER SPANS



SECTION AT PIER 3



ELEVATION - EAST APPROACH

WILLAMETTE RIVER BRIDGE
(CENTER ST. - SALEM)

Datum: USC&GS 1947 Adj.

In Willamette River (in Salem)

At River Mile 84.5

County of Marion and Polk State Oregon

Application By Oregon State Highway Division

Date May 16, 1980 Sheet 3 of 3

October 22, 1980

CON 5

The Honorable Kent Aldrich
Mayor, City of Salem
City Hall
Salem, OR 97301

The Honorable Randall Franke
Chairman, Marion County Board
of Commissioners
Courthouse
Salem, OR 97301

Gentlemen:

Financing Center Street-Marion Street Bridge Project

I am pleased to advise you that the Transportation Commission took action on the second amendment to the Memorandum of Understanding transmitted to me in your letter of October 15, 1980. The Transportation Commission approved the concept outlined in the Memorandum of Understanding.

The State will supply the additional funds above and beyond the local commitment of $472,000 needed to match the transfer funds made available for the Marion Street Bridge project.

Sincerely,

F. B. Klaboe
Director

cc Alan Hershey, Director
Mid-Willamette Valley
Council of Governments

bc H. S. Coulter

LWR:jh fn

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

October 15, 1980

RECEIVED
STATE HWY ENGR
OCT 15 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Fred B. Klaboe, Director
Department of Transportation
State of Oregon
Transportation Building
Salem, Oregon 97310

RE: Center/Marion Street Bridges Over Willamette River: Financial Participation

Dear Mr. Klaboe:

Attached is a copy of the Second Amendment to the Memorandum of Understanding between the City of Salem, Marion County, and the Coordinating Committee of The Salem Area Transportation Study, concerning the transfer of I-305 Funds.

Page 2 of the attached Second Amendment limits the amount of local matching funds the City and County will contribute to the Marion Street Bridge Project.

On at least two occasions in the past months, representatives from the City and the Council of Governments have discussed the concept of this limitation with you, Mr. Fred Klaboe, Director of the Department of Transportation. In accordance with those discussions and the signed document attached, we are hereby requesting that the Transportation Commission of the State of Oregon allocate additional State funds to make up the difference in the local match funds required for the Federal E-4 monies on the Interstate Transfer funded portion of the Marion Street Bridge Project.

Very truly yours,

MARION COUNTY, OREGON

Pat McCarthy
CHAIRMAN

Pat McCarthy
COMMISSIONER

Hugh Cason Jr.
COMMISSIONER

CITY OF SALEM, OREGON

Kent Aldrich
KENT ALDRICH, Mayor

Betty J. Marsh
BETTY J. MARSH, City Recorder

Attachment: Second Amendment

Info | Inves | R/D | D/R | Sign | Act | File
FOR
REFER TO
OCT 15 '80
RECEIVED
DOT DIRECTOR

SECOND AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF SALEM, MARION COUNTY, AND THE
COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY
CONCERNING THE TRANSFER OF I-305 FUNDS

On the 18th of May, 1977, the CITY OF SALEM, hereinafter called "City", MARION COUNTY, hereinafter called "County", and THE SALEM AREA TRANSPORTATION STUDY, hereinafter called "SATS", entered into an agreement concerning the transfer of the I-305 funds to alternate projects. That agreement was further amended on the 6th of June, 1979.

It is the desire of the City and County, due to changing conditions and circumstances, to make a second amendment to the original agreement in order to re-designate priorities on the bases of transportation needs and realistic construction schedules.

NOW, THEREFORE, IT IS HEREBY AGREED between the parties to further amend the Memorandum of Understanding dated the 18th of May, 1977, as amended on the 6th of June, 1979, to re-designate priority projects for the use of withdrawn I-305 funds as follows:

1. The Front Street project, now under construction
2. The Liberty Commercial couplet
3. Hawthorne Avenue
4. Marion bridge, concurrently with State of Oregon replacement of the Center Street bridge.
5. The Salem Parkway project.
6. South Commercial
7. Mission Street
8. Kubler Interchange
9. State Street

IT IS FURTHER AGREED that the City Council and Marion County Board of Commissioners will request the Oregon Transportation Commission to increase its financial support of the Marion Street bridge project as follows:

Specifically, the Marion Street Bridge Project, 1978 estimated local matching funds for City and County, are respectively, $437,000 and $35,000. In petitioning the Transportation Commission, the parties would request that the amount of local match for the Marion Street bridge not exceed the above mentioned dollars, and that any additional local match funding for this project be the sole responsibility of the State of Oregon. The City and County recognize that currently estimated requirements for Interstate Transfer funds for the Marion Street Bridge improvement are $9,943,000. It is agreed that, subject to City, County and State providing required local matching funds, I-305 Federal funds will be used for the Marion Street Bridge in the amount of the current project estimate, subject to reasonable changes resulting from final design and inflation. However, City and County specifically reserve the right to reopen the question of priority and funding of the Marion Street Bridge at any time that the current project estimate is increased by more than 50% of the current figure.

IT IS FURTHER AGREED that except as set forth in this second amendatory agreement, the first amendatory agreement and the original agreement of the parties, dated the 6th of June 1979, and the 18th of May, 1977, respectively, shall remain in full force and effect.

IN WITNESS WHEREOF the parties have executed this second Amendatory Agreement this 28th day of August, 1980.

APPROVED AS TO FORM:

Marion County Legal Counsel

MARION COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

APPROVED AS TO FORM:

Salem City Attorney

CITY OF SALEM

Mayor

City Recorder, Deputy

COORDINATING COMMITTEE OF THE
SALEM AREA TRANSPORTATION STUDY

Chairman

MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF SALEM, MARION COUNTY, AND THE
COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY
CONCERNING THE TRANSFER OF I-305 FUNDS

This Memorandum of Understanding between the City Council, hereinafter called "City", the Marion County Board of Commissioners, hereinafter called "County", and the Coordinating Committee of the Salem Area Transportation Study, hereinafter called "SATS", concerns the duties of the respective parties following the withdrawal of Interstate 305 from the Interstate System and the responsibility for obtaining local matching financing for the withdrawn Interstate funds.

WHEREAS, it has been determined that the major traffic movements for serving the convenience and safety of the citizens of Marion County, particularly those residing within the Salem Urban Area, are best served by the completion of major arterial street projects as indicated below, and

WHEREAS, one of those projects -- a four-lane, controlled access arterial -- is deemed to be an effective substitute for Interstate 305 on the existing ~~right of way, purchased by the State of Oregon, and~~ corridor

WHEREAS, it requires the mutual cooperation of both Marion County and the City of Salem to accomplish and secure financing for these projects,

NOW THEREFORE, be it agreed between the parties that the following objectives and responsibilities are accepted and adopted as firm policies of the parties as follows:

The City and County Both Agree:

1. To accept and be guided by the list of projects, as set forth in Attachment A, which is attached hereto and by this reference made a part thereof, and the priority numbers assigned to each insofar as practical when scheduling the use of transferred funds and applying local monies as match to these funds. It is recognized that by necessity certain requirements, including environmental impact statements and preliminary engineering, must precede the actual award of construction contracts and will to that extent effect the actual scheduling of projects.

2. To agree that the development of a four-lane controlled access arterial extending from Interstate 5 to Hickory Street in the City of Salem be established as the area's highest priority of the various substitute projects, and that the development of this arterial shall occur as rapidly as possible consistent with State and Federal scheduling procedures.
3. To jointly prepare and submit annually a list of transfer projects selected from the list of projects on Attachment A to SATS as the basis for the expenditure of Federal Interstate Transfer funds. The City and County will actively work to secure funding for the list of projects submitted to SATS.
4. To cooperate in the design of projects in order to best serve the needs of the urban area, particularly when a project traverses areas both inside and outside the City limits.

Specifically, the City of Salem Arees:

1. To immediately proceed with the annexation of land along the State purchased right-of-way in order to obtain City financing for the local match requirement to construct the arterial replacement of Interstate 305. It is recognized that the annexation of this right-of-way may, by necessity, proceed in phases.
2. To provide all the local matching funds for the construction of the four-lane arterial along the I-305 corridor, and to proceed with all reasonable speed toward the construction of that facility upon securing the local matching funds. It is specifically recognized that local matching funds are to include the arterial connections to the Interchange at Interstate 5, in addition to that portion of the arterial southwesterly of Keizer Road to Hickory Street.
3. To prepare a draft Environmental Impact Statement on the arterial replacement to Interstate 305 upon the availability of Federal Interstate Transfer Funds, in order to expedite the development of the replacement arterial and ensure effective use of State purchased right-of-way. It is understood that the City will seek engineering and certain environmental services from the Oregon Department of Transportation for the design aspects of the draft Environmental Impact Statement.

Specifically, Marion County Agrees:

1. To assist the City in the annexation of the Interstate 305 corridor to the extent practicable in order to secure City financing for the said replacement arterial.

Specifically, SATS Agrees:

1. To be guided in the scheduling of federal Interstate Transfer funds by the priorities given in Attachment A.
2. To accept the development of a four-lane, controlled access arterial extending from Interstate 5 to Hickory Street as the area's highest priority and to arrange the scheduling of federal Interstate Transfer funds to facilitate to the greatest extent practicable the development of the aforementioned arterial.
3. To identify each of the projects given in Attachment A in the revised SATS Transportation Plan and include the priority listing established in the Attachment as part of the aforementioned Plan. It is specifically recognized that the Oregon Department of Transportation and the Federal Highway Administration have represented to the parties that, at their sole costs, they will develop a full-access controlled interchange on Interstate 5, at Chemawa Road, including the extension of Chemawa Road over the Southern Pacific Railroad tracks, and that these plans will be incorporated within and made part of this Plan.
4. To continue scheduled Federal Aid Urban funding for the projects known as the Olsen Road and Lockhaven-Chemawa extensions in Marion County.
5. To prepare the socio-economic-environmental aspects of the Environmental Impact Statement and schedule this work in the fiscal 1977-78 Unified Work Program.

Specifically, All Parties Agree:

1. That Attachment A cannot be changed or the priorities redesignated without the written consent of all parties of this Agreement..

IN WITNESS WHEREOF the parties have executed this Agreement this ____ day of May, 1977.

ATTACHMENT A

I-305 TRANSFER PROJECTS

Project	Jurisdiction
1. I-305 Replacement Arterial (I5-Hickory)	Salem/Marion
2. South Commercial Street (Superior-Vista)	Salem/OSHD
3. Front Street Bypass (Pine-12th)	Salem
4. Marion Street Bridge	Salem/OSHD
5. Center Street (13th-24th)	Salem
6. Mission Street (12th-25th)	Salem
7. North River Road (Selected Locations)	Marion
8. Chemawa Road (I5-Portland Road)	Marion
9. Cherry Avenue (I-305 Replacement Arterial-Shady Ln.)	Marion
10. Verda Lane (I-305 Replacement Arterial-Dearborn)	Marion
11. Kubler Boulevard Interchange	Marion/OSHD
12. State Street (25th-Lancaster)	Salem
13. Church Street Extension (Church-Broadway)	Salem
14. South Commercial Street (Barnes-Vista)	Salem/OSHD
15. Hyacinth Street Extension (Portland Road - I-305 Replacement Arterial)	Salem
16. Hawthorne Avenue (Center-State)	Salem

ATTACHMENT A

PROJECT DESCRIPTIONS

1. I-305 Replacement Arterial. The replacement arterial will extend from I-5 to Hickory Street, have four travel lanes, and be designed as a controlled-access facility.

2. South Commercial Street. This project will extend between Superior and Vista and operate as a five-lane, reversible lane facility.

3. Front Street Bypass. Involved in this project will be the installation of the Marion Street Bridge ramps; the development of Front Street and the Pringle Creek Parkway to a total of 4-6 lanes; revisions to the traffic patterns of Court, State, and Chemeketa Streets; and the restoration of the North Liberty-Commercial Couplet between the Front Street Bypass and Pine Street.

4. Marion Street Bridge. An additional lane will be added to the current structure.

5. Center Street. This project involves the extension of Marion Street eastward, on new alignment, to Center Street; the widening of Center between Wyatt Court and 18th Street to five lanes; and intersection improvements at 24th Street.

6. Mission Street. This project will widen Mission Street to five-lanes between 12th and 25th, following current alignment.

7. North River Road. Turning refuges and either new or improved signalization at the Manbrin, Dearborn, Hollyhock, Sunset, and Glynbrook intersections are involved in this project.

8. Chemawa Road. Extending between 99E and I-5, this section of Chemawa Road will be partially widened and reconstructed.

9. Cherry Avenue. To improve traffic flow from the I-305 replacement arterial, this section of Cherry will be widened to a total of four lanes. Improved signalization will be provided at the intersection with North River Road.

10. Verda Lane. Involved in this project is the realignment of Verda Lane to coincide with the easterly extension of Hyacinth Street, and intersectional improvements at the Dearborn intersection.

11. Kubler Boulevard. A full-access interchange will be constructed at the intersection of Kubler Boulevard and I-5.

12. State Street. This project involves widening State Street to four-lanes between 25th and Lancaster Drive.

13. Church Street Extension. This project involves the construction of a two-lane diagonal extending north from Union Street to an intersection with Broadway near Division Street.

14. South Commercial Street. This project involves widening South Commercial Street between Barnes and Vista to a total of 4-5 lanes.

15. Hyacinth Street Extension. This project involves the construction of a new, two-lane extension of Hyacinth westerly to the Verda Lane project (#10).

16. Hawthorne Avenue. The extension of Hawthorne Avenue south, on new two-lane alignment between Center and State Streets is involved in this project.

FILED TO BE A TRUE AND
EDWARD
BY Book DEPUTY

FIRST AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING BETWEEN CITY OF SALEM, MARION COUNTY, AND THE COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY CONCERNING THE TRANSFER OF I-305 FUNDS

On May 18, 1977, the CITY OF SALEM, hereinafter called "City", MARION COUNTY, hereinafter called "COUNTY", and THE SALEM AREA TRANSPORTATION STUDY, hereinafter called "SATS", entered into an agreement concerning the transfer of the I-305 funding to alternate projects Said agreement provided, in part, that an attached list of project priorities, Attachment A, could not be changed or the priorities redesignated without the written consent of all parties to that agreement.

It is the desire of City, County, and SATS, due to changing conditions and circumstances to amend the said original agreement of May 18, 1977, in order to redesignate and regroup some of the priorities set forth in said agreement.

NOW, THEREFORE, IT IS HEREBY AGREED between the parties to amend Attachment A of the May 18, 1977 agreement to redesignate and regroup the priority projects for the use of withdrawn I-305 funds as follows:

FILED
1979 JUN 28 PM 3:57
EDWARD
Mann DEPUTY

1. Front Street Bypass
   - A. Front Street
   - B. Liberty-Commercial Streets NE
   - C. Ferry-Trade Couplet
2. Mission Street
3. South Commercial Street - Superior-Vista
4. A. I-305 Arterial
   - B. Hyacinth Avenue
   - C. Verda Lane
   - D. Cherry Avenue
   - E. Chemawa Road

5. Kubler Boulevard Interchange @ I-5

6. A. Hawthorne Avenue

   B. State Street

7. A. Marion Bridge Lane

   B. Bridge Ramps

   C. Pedestrian/Bikeway Bridge

IT IS FURTHER AGREED that the cost sharing for the local match money to obtain the Federal funds for said projects shall be as follows:

1. The County shall pay 7.5% of the total matching fund cost.

2. The City shall pay 92.5% of the total matching fund costs.

IT IS FURTHER AGREED that except as set forth in this First Amendatory Agreement the original Agreement of the parties dated May 18, 1977 shall remain in full force and effect.

IN WITNESS WHEREOF the parties have executed this First Amendatory Agreement this 6th day of June, 1979.

MARION COUNTY BOARD OF COMMISSIONERS

Harry Carson
Chairman

Randall Franke
Commissioner

Patricia McCarthy
Commissioner

APPROVED AS TO FORM:

Frank C. McKinney
Marion County Legal Counsel

CITY OF SALEM

Mayor

APPROVED AS TO FORM:

Salem City Attorney

Attest: Patricia Hayes
Deputy City Recorder

COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY

Robert Kinney
Chairman

ION ST. AND CENTER ST. BRIDGE
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

10-1-80

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br. River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	-	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY/County
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	~~$528,000~~ - -	~~$1,000,000~~ 472,000
Marion St. Br. (HBR)	(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	700,000	- - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,300,000	$1,000,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - - 472,000
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,300,000	$1,000,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

MARION AND CENTER STREET BRIDGES

The attached construction bar graphs show a proposed construction schedule for the two bridges. The actual construction times may vary from this schedule depending on the contractors' operations.

The Marion Street Bridge must be completed and the Center Street traffic moved to Marion Street before the main river span of the Center Street Bridge can be started. Assuming a bid letting date of mid May to early June 1981, the contractor would probably start work about the first of July 1981. His first priority would be the river piers for the Marion Street Bridge. These piers could not be completed before the high water season which is usually November, December, and January. Consequently the construction of the river piers would extend into the summer of 1982. During this period the steel beams for the Marion Street superstructure would be made and delivered to the site. This steel would be put into place as soon as the piers were complete.

After the steel beams are placed a concrete deck would be poured and the handrails and other accessories completed. During this period of time both the east and west approaches, the ramp, the detours, and the signing and illumination would be completed.

As soon as the traffic can be moved off the Center Street Bridge, which will be about the first of the year in 1983, the existing main spans of the Center Street Bridge can be removed. Pier construction can start as soon as the river levels will allow. The piers and the superstructure, which for this bridge will be a poured-in-place concrete box

girder, will take two construction seasons to complete and should be completed sometime in the fall of 1984. The east and west approaches and the ramps can be constructed at any time during the construction period of both the Marion and Center Street Bridges.

The center Street traffic can be returned to the Center Street Bridge in the fall of 1984. The detours would then be removed which will allow the ramps to be completed. The signing and illumination would be completed during this period and the project completed during the summer of 1985.

Whether the project is done as one contract or two will not change the completion date. If built with two contracts, work on the Center Street Bridge would not be started until that contract was awarded.

JMT:dh
9-30-80

MARION AND CENTER ST. BRIDGES

10-1-80

CONSTRUCTION SCHEDULE - ONE CONTRACT

YEAR 1981 — J F M A M J J A S O N D
YEAR 1982 — J F M A M J J A S O N D
YEAR 1983 — J F M A M J J A S O N D
YEAR 1984 — J F M A M J J A S O N D
YEAR — J F M

Advertise → Open Bids

River work risky due to high water

MARION ST. BR.

- River Piers
- River Superstr.
- West Approach
- East Approach
- Ramp — R/W Available →
- Detours — ← Move Center St. traffic to Marion St.
- Signing & Illum.

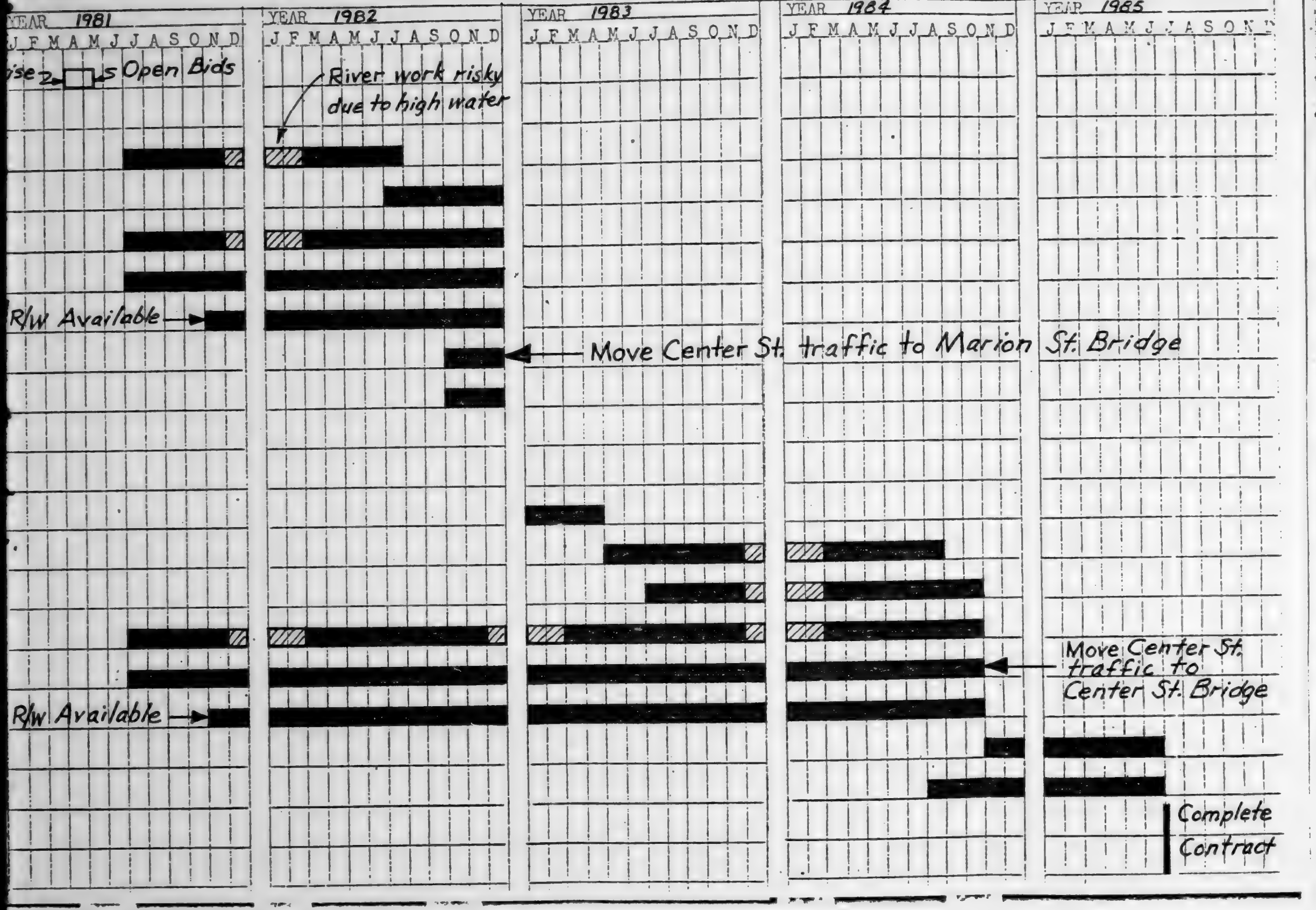
CENTER ST. BR.

- Remove Extg. Str.
- River Piers
- River Superstr.
- West Approach
- East Approach
- Ramps — R/W Available →
- Remove Detours & Complete Ramps — ← Move traffic to Center
- Signing & Illum.

MARION AND CENTER ST. BRIDGES

10-1-80

CONSTRUCTION SCHEDULE - ONE CONTRACT


YEAR 1981
J F M A M J J A S O N D
ise 2 → 5 Open Bids
R/W Available →
YEAR 1982
J F M A M J J A S O N D
River work risky due to high water
YEAR 1983
J F M A M J J A S O N D
← Move Center St. traffic to Marion St. Bridge
YEAR 1984
J F M A M J J A S O N D
YEAR 1985
J F M A M J J A S O N D
R/W Available →
Move Center St. traffic to Center St. Bridge
Complete Contract

MARION AND CENTER ST. BRIDGES

10-1-80

CONSTRUCTION SCHEDULE - TWO CONTRACTS

YEAR 1981 J F M A M J J A S O N D

YEAR 1982 J F M A M J J A S O N D

YEAR 1983 J F M A M J J A S O N D

YEAR 1984 J F M A M J J A S O N D

YEAR J F

MARION ST. BR.

- River Piers
- River Superstr.
- West Approach
- East Approach
- Ramp
- Detours
- Signing & Illum.

Advertise → Open Bids

River work risky due to high water

R/W Available →

← Move Center St. traffic to Marion St. Bridge

CENTER ST. BR.

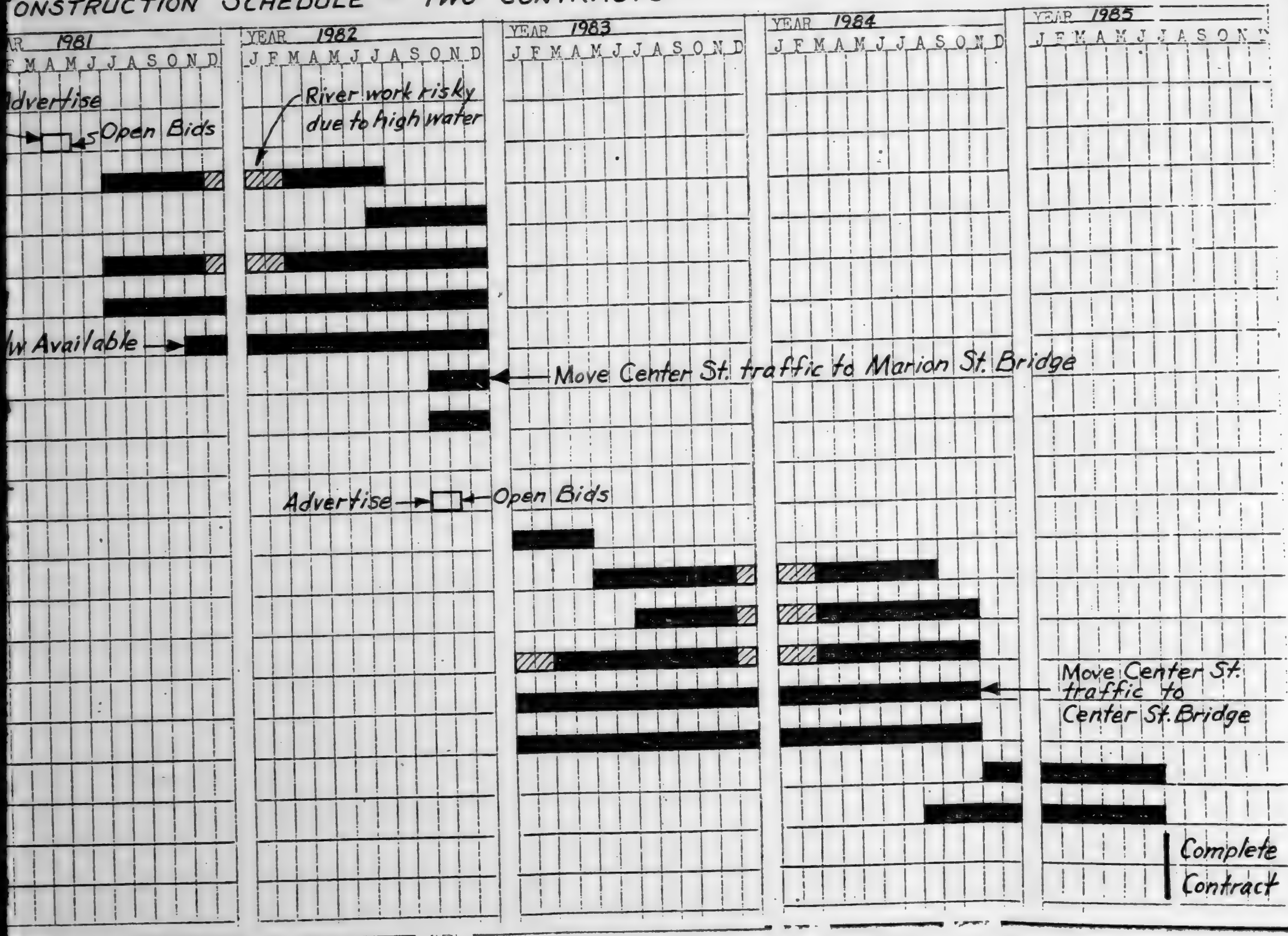
- Remove Extg. Str.
- River Piers
- River Superstr.
- West Approach
- East Approach
- Ramps
- Remove Detours & Complete Ramps
- Signing & Illum.

Advertise → Open Bids

M
tr
C

MARION AND CENTER ST. BRIDGES 10-1-80

CONSTRUCTION SCHEDULE - TWO CONTRACTS


YEAR 1981
J F M A M J J A S O N D
Advertise
Open Bids
w Available
YEAR 1982
J F M A M J J A S O N D
River work risky due to high water
Move Center St. traffic to Marion St. Bridge
YEAR 1983
J F M A M J J A S O N D
YEAR 1984
J F M A M J J A S O N D
YEAR 1985
J F M A M J J A S O N D
Advertise
Open Bids
Move Center St. traffic to Center St. Bridge
Complete Contract

9211

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
123K,7253B

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SERVICES
OCT 22 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

October 21, 1980

HOFF
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration

Willamette River (Center & Marion St., Salem)Bridges
Willamina-Salem Highway
Marion and Polk Counties
Bridges 123K, 7253B

Enclosed are five reduced prints of Drawings 35270-35276, 35278, 35279 and 35214-35217 which are the preliminary plan and elevation sheets and vicinity maps for these structures. Also enclosed are five prints of the detour plan, five copies of the foundation report which has the hydraulic report in the appendix, five copies of an addendum to the hydraulic report, and five copies of the Cost and Funding Summary.

The alignment, roadway width, sidewalk and bikeway are in accordance with the standards governing this project. The elevations and lengths were established to match existing approach spans and existing city streets at each end of the project.

The river spans of the Marion Street Bridge will be widened using welded steel plate girders with a concrete deck. A three girder system was chosen over a four or two girder system for economic reasons and to eliminate a fracture critical two girder system.

The river spans of the Center Street Bridge will be replaced with a cast-in-place post-tensioned concrete box girder. The span arrangement was chosen to match the existing channel openings created by the Marion Street Bridge, while allowing the new piers to be constructed adjacent to, rather than on top of, the existing pier footings. The piers will be placed perpendicular to the centerline of roadway. The addendum to the hydraulics report indicates that a seven degree skew angle would align the piers with the flow at high water. We do not

anticipate that a seven degree angle between the pier and the direction of flow would cause significant erosion. Three other alternate type structures were studied. A welded steel plate girder and a precast segmental concrete system were studied and estimated to be up to one million dollars more costly. A third alternate using post-tensioned concrete box girders, cantilevered from the piers, and drop-in pre-stressed beams was studied and estimated to be comparable in cost. The cast-in-place alternate was chosen on the basis of aesthetics.

The approach spans of both bridges on the east side of the river will be widened using cast-in-place reinforced concrete box girders. The existing Spans 3, 4 and 5 of the Center Street Bridge will be removed and replaced with a cast-in-place reinforced concrete box girder. The removal of these spans is necessary in order to eliminate a conflict between the existing columns of Bent 4 and the proposed alignment of the "FNBM" ramp.

The approach spans of both bridges on the west side of the river will be widened using cast-in-place reinforced concrete deck girders.

Two-inch P.C.C. deck resurfacing will be placed on all existing decks that will remain in place, except the existing South Bound Ramp off the Center Street Bridge.

The Marion Street Bridge will be constructed first, along with the appropriate detours as shown on the accompanying drawing. After completion of the Marion Street Bridge and detours, the Center Street traffic will be detoured to the Marion Street Bridge and the Center Street Bridge will be constructed. A portion of the new ramps must be completed after traffic has been restored to the Center Street Bridge.

The estimated cost of these structures is outlined in the attached

"Cost and Funding Summary". These costs include an allowance for engineering and contingencies.

We request your approval of our preliminary plan.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

Encl.

cc ~~E.~~ S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set prints
C. O. Fredrickson /w/ 1 set prints plus detour plan
G. L. Potter /w/ 1 set prints

9291

10-20-80

MARION ST. AND CENTER ST. BRIDGES
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

Revised 10-20-80

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br. River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	-	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY/COUNTY**
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	$ 528,000	$ 472,000
Marion St. Br. (HBR)	(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	700,000	- - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,828,000	$ 472,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,828,000	$ 472,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

**City-County share limited to $472,000.

9291

DES 23
123K,7253B

NOTED
E. S. HUNTER

October 14, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

Center St. and Marion St. Bridges
Willamette River
Salem, Oregon

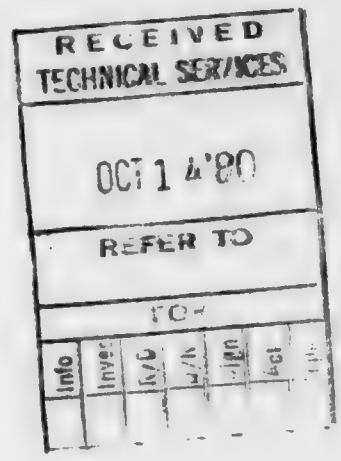
In order to complete the foundation design for the Center Street and Marion Street Bridges project, foundation exploration work is required. To accomplish this work, a barge mounted drill rig will be put into the Willamette River on Friday, October 17, 1980, for approximately three weeks.

The drill rig will work adjacent to the shore initially. Only one exploratory test boring will be necessary adjacent to the main channel. It is anticipated that this boring will be started no sooner than October 29, 1980. At that time, the barge will be adjacent to the main channel, but not in it. Radio contact with the drill barge will be possible on Channel 2.

Walter J. Hart
Bridge Engineer

bc E. S. Hunter
C. O. Fredrickson
Bill Fretwell

JEC:smd



9211

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
123K,7253B

In Reply Refer to
File No.:

October 14, 1980 NOTED
E. S. HUNTER

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

Center St. and Marion St. Bridges
Willamette River
Salem, OR

Enclosed are the originals and three prints each of revised Sheet 4 of 4, Plan and Elevation, Proposed Marion Street Bridge and Sheet 5 of 5, Plan and Elevation, Proposed Center Street Bridge. These two drawings have been revised to indicate vertical clearances different from the drawings submitted with the original permit application.

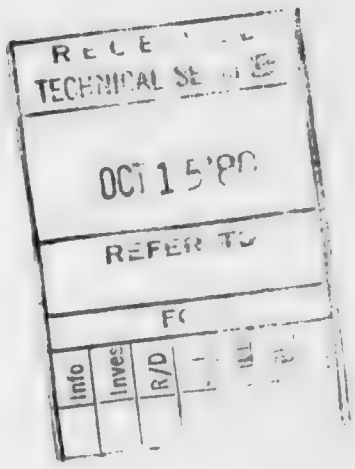
The vertical clearances were revised due to structural changes found to be necessary during the design process. After a review of these two drawings, please advise as to any additional information you require. We hope that this will not delay the issuance of the permit for the construction of these two structures.

ORIGINAL SIGNED
WALTER J. HART

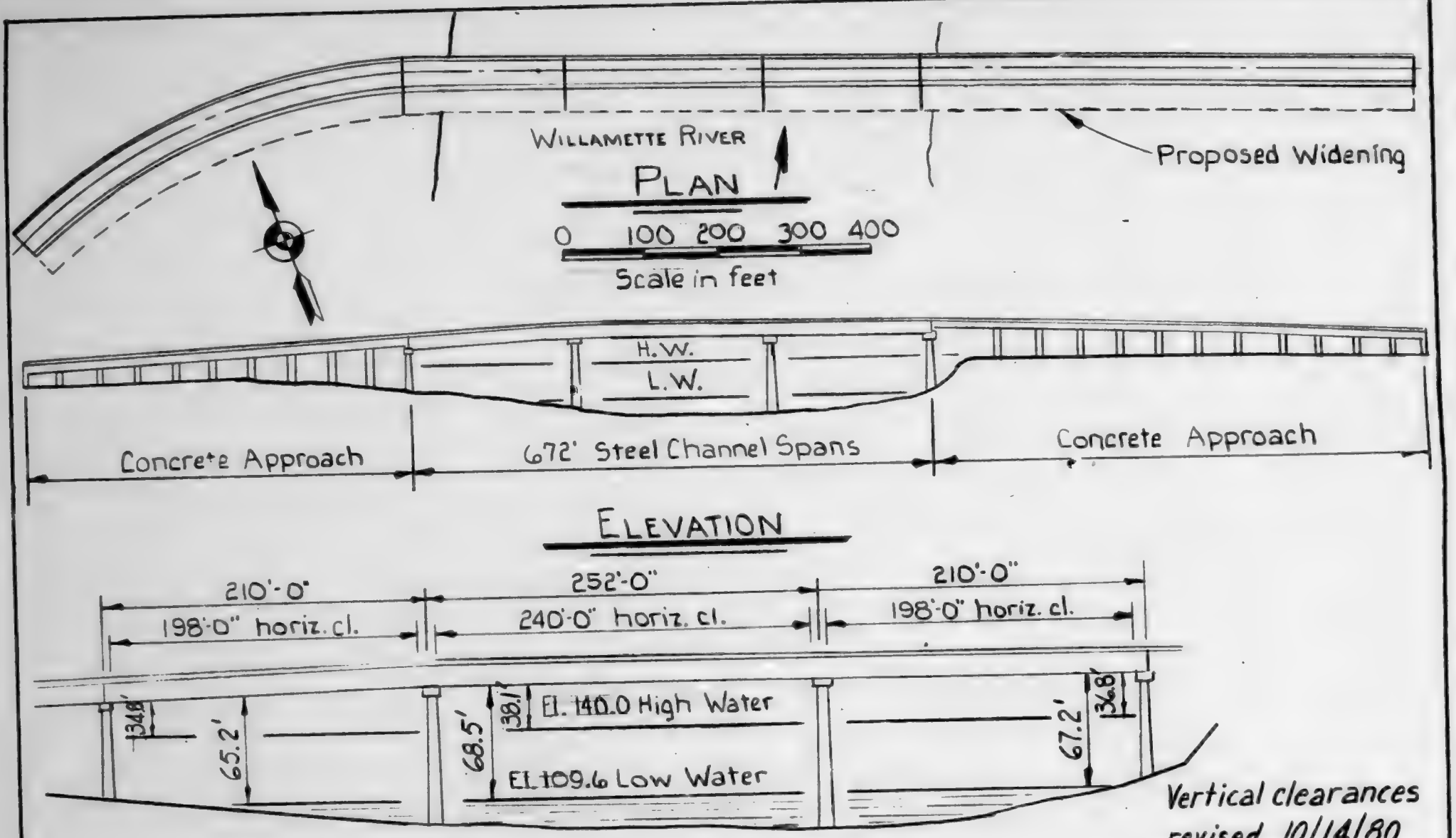
Walter J. Hart
Bridge Engineer

~~cc~~ ~~E. S.~~ Hunter /w/ attach.
J. H. Versteeg /w/ attach.
Frank Terpin /w/ attach.
C. O. Fredrickson /w/ attach.

WJH:smd



Form 734-3122



Vertical clearances revised 10/14/80

ELEVATION OF CHANNEL SPANS

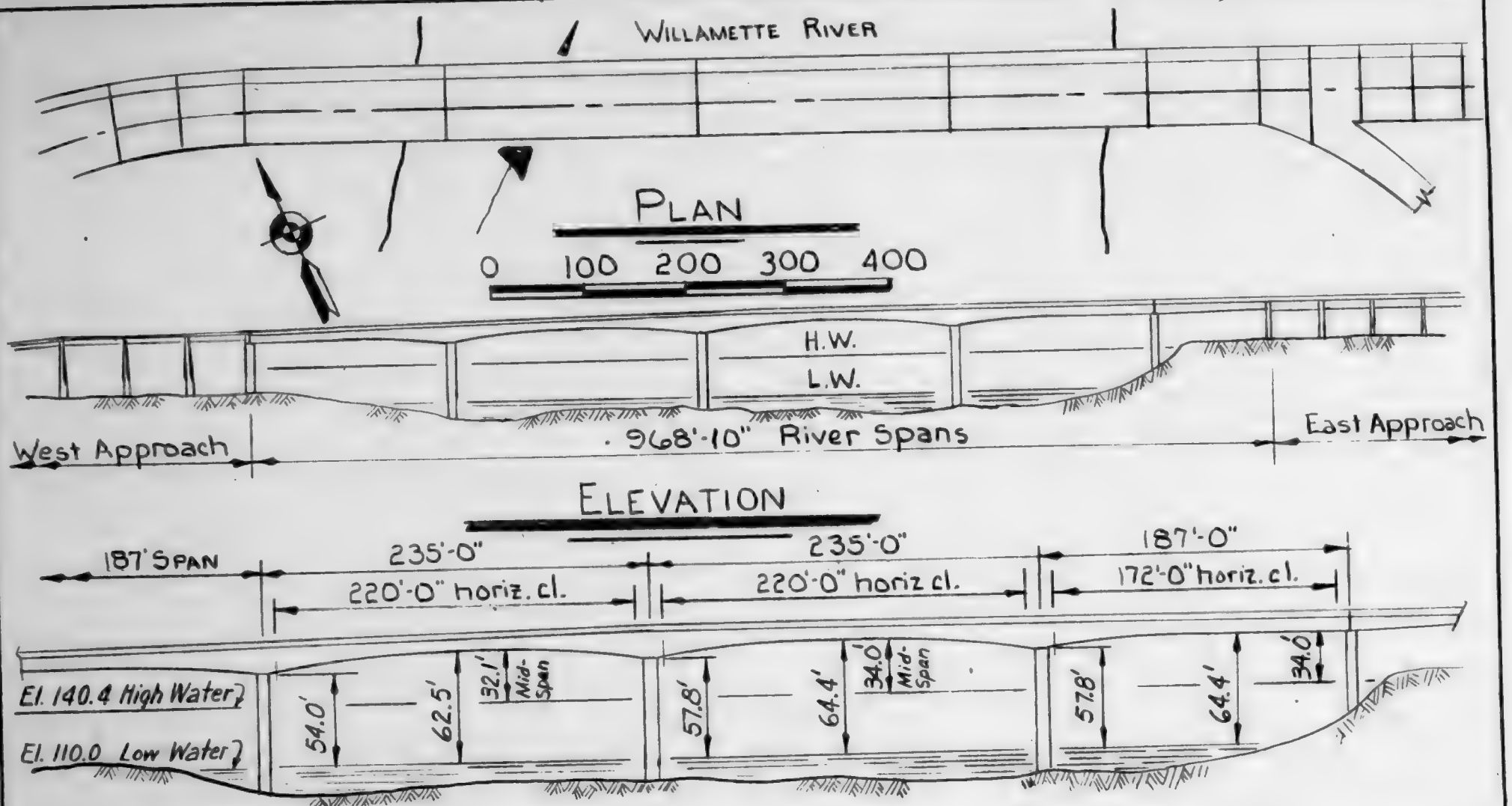
0 50 100 150 200

Scale in feet

Datum:
U.S.C. & G.S, 1947 ADJ.

NOTE:
High Water elev. 142.4 = 1% Frequency
Vertical clearances are to low water elev. 109.6 and to high water elev. 140.0=2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
PROPOSED MARION ST. BRIDGE
WIDENING OVER
WILLAMETTE RIVER
MARION AND POLK Counties
Sec. 22 T. 7 S, R. 3 W. W.M.
April 1980, Sheet 4 of 4



CHANNEL CLEARANCE

0 100 200

Vertical clearances revised 10/14/80

Datum:
U.S.C.&G.S. 1947 ADJ

NOTE:
High water elev. 142.8 - 1% frequency.
Vertical clearances are to low water elev. 110.0
and To high water elev. 140.4 - 2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
PROPOSED CENTER ST. BRIDGE
OVER
WILLAMETTE RIVER
Marion and Polk Counties
Sec. 22 T. 7 S. R. 3 W. W.M.
April 1980. Sheet 5 of 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1980

In Reply Refer to
File No.: des 16-1

Mr. Lou McNicoll, Chairman
Interstate Transfer Projects
Steering Committee
555 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. McNicoll:

Attached is an estimate of cost for construction of the Center-Marion Street project, together with a construction schedule outlining how the project would progress through construction under a one contract concept and the alternate concept of two contracts -- one for Marion Street, to be followed by another for the Center Street work.

Since the last meeting of the Steering Committee, the Highway Division now has a better feeling for the amount of money Congress will authorize for Fiscal 1981. It would appear that approximately $106 million will be available, which falls far short of the amount needed to further our Six-Year Program for Fiscal 1981. Because of the limitation on Federal funds, it now appears that it will be necessary to use the two contract alternative on this project, which is fully explained by the construction schedule attached.

Probably will get 75-80 Million per Potter.

Also since the last Steering Committee meeting, we have received approval to use $2.3 million in Federal HBR funds for widening of the Marion Street bridge. This will help to minimize the impact on transfer funds.

Gary Potter will hand out the above information and discuss it at the Committee meeting.

Very truly yours,

Ed

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

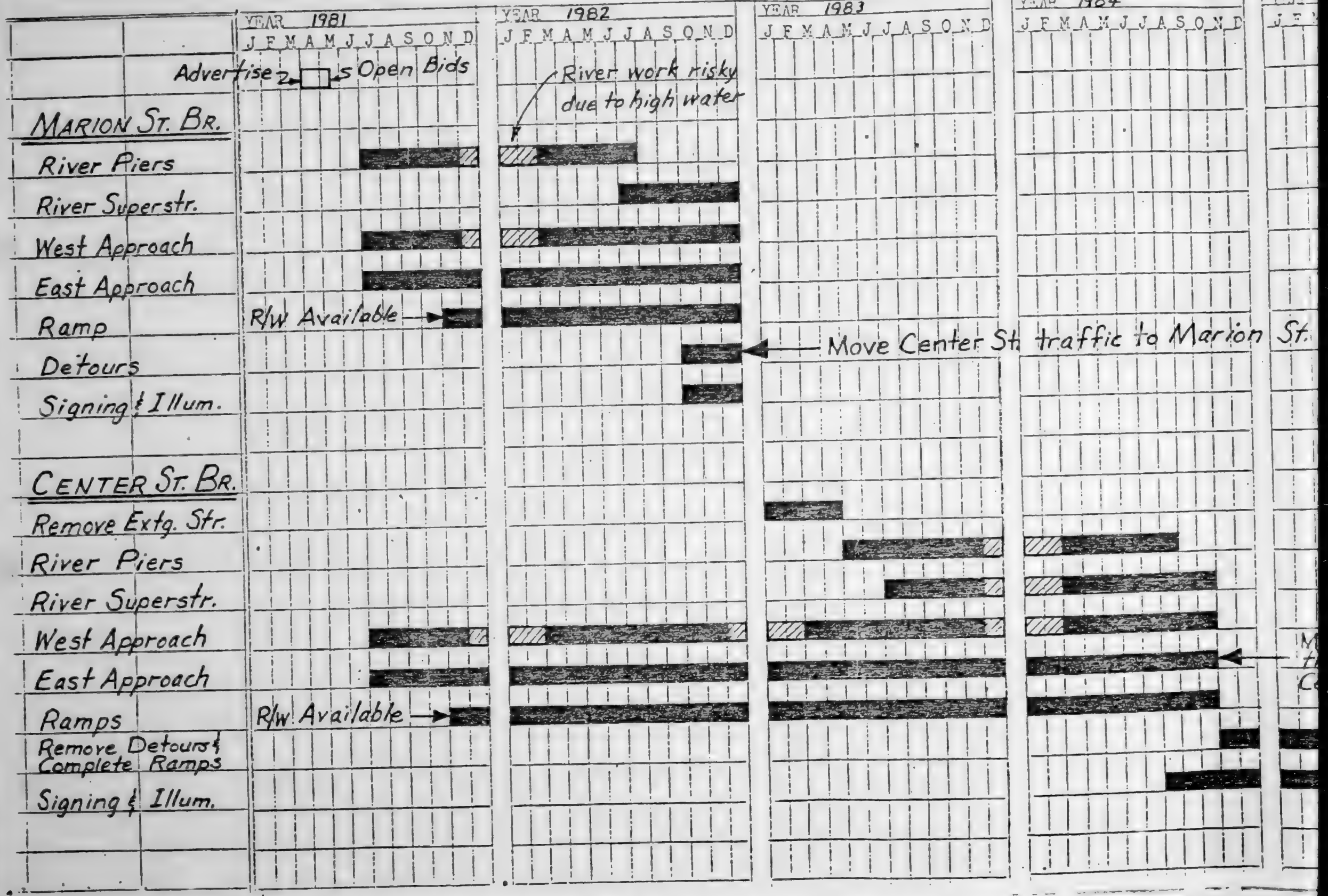
Attachments

Form 734-3122

MARION AND CENTER ST. BRIDGES

10-1-80

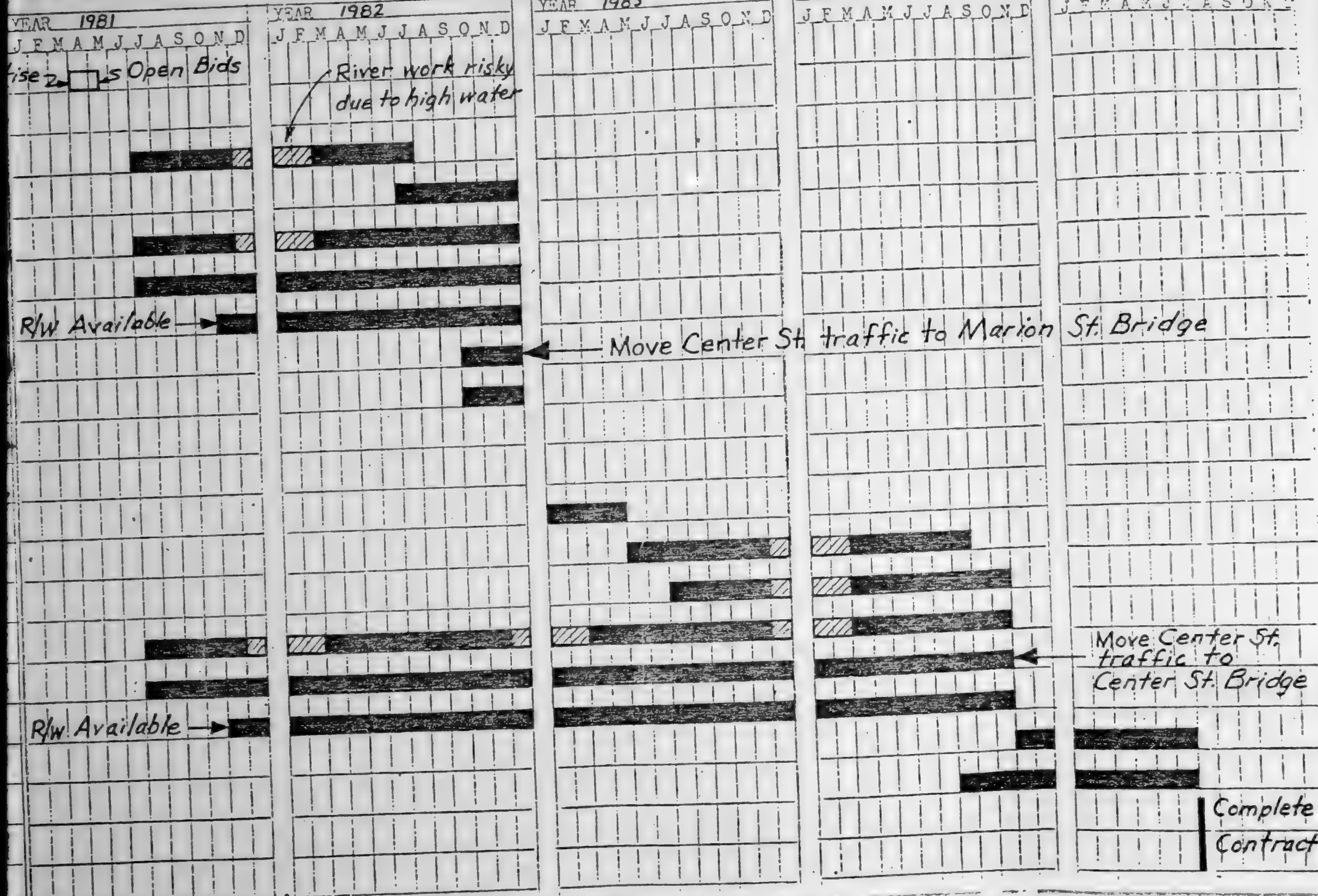
CONSTRUCTION SCHEDULE - ONE CONTRACT



10-1-80

MARION AND CENTER ST. BRIDGES

CONSTRUCTION SCHEDULE - ONE CONTRACT


YEAR 1981
J F M A M J J A S O N D
tise
Open Bids
R/W Available
YEAR 1982
J F M A M J J A S O N D
River work risky due to high water
YEAR 1983
J F M A M J J A S O N D
Move Center St. traffic to Marion St. Bridge
YEAR 1984
J F M A M J J A S O N D
YEAR 1985
J F M A M J J A S O N D
Move Center St. traffic to Center St. Bridge
Complete Contract
R/W Available

MARION AND CENTER ST. BRIDGES

10-1-80

CONSTRUCTION SCHEDULE - TWO CONTRACTS

YEAR 1981 | YEAR 1982 | YEAR 1983 | YEAR 1984

J F M A M J J A S O N D

MARION ST. BR.

- River Piers
- River Superstr.
- West Approach
- East Approach
- Ramp
- Detours
- Signing & Illum.

Advertise → ◻ ← Open Bids

River work risky due to high water

R/W Available →

← Move Center St. traffic to Marion St. Bridge

CENTER ST. BR.

- Remove Extg. Str.
- River Piers
- River Superstr.
- West Approach
- East Approach
- Ramps
- Remove Detours & Complete Ramps
- Signing & Illum.

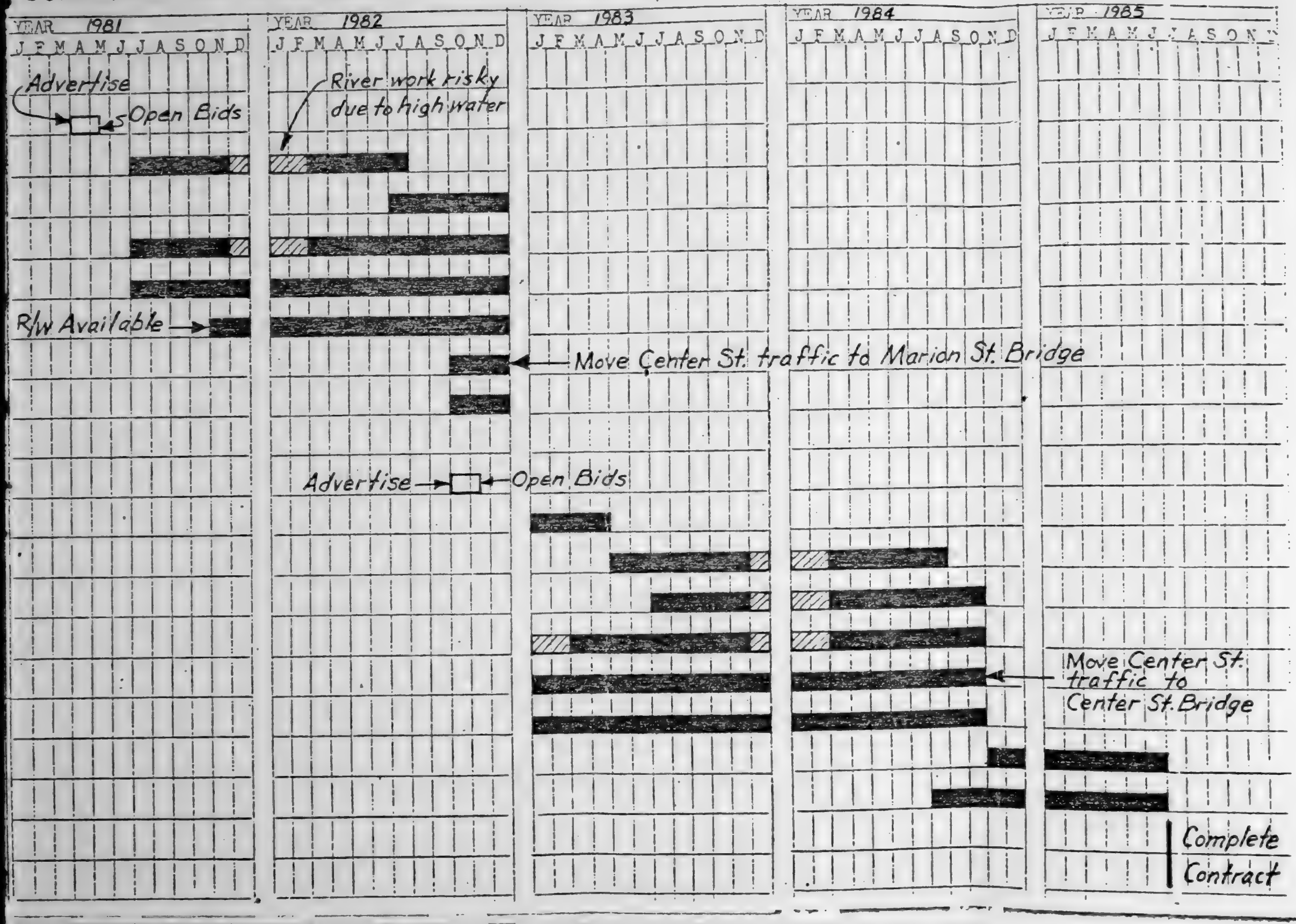
Advertise → ◻ ← Open Bids

← IM

MARION AND CENTER ST. BRIDGES

10-1-80

CONSTRUCTION SCHEDULE - TWO CONTRACTS


YEAR 1981
J F M A M J J A S O N D
YEAR 1982
J F M A M J J A S O N D
YEAR 1983
J F M A M J J A S O N D
YEAR 1984
J F M A M J J A S O N D
YEAR 1985
J F M A M J J A S O N D
Advertise
Open Bids
River work risky due to high water
R/W Available
Move Center St. traffic to Marion St. Bridge
Advertise
Open Bids
Move Center St. traffic to Center St. Bridge
Complete Contract

MARION AND CENTER STREET BRIDGES

The attached construction bar graphs show a proposed construction schedule for the two bridges. The actual construction times may vary from this schedule depending on the contractors' operations.

The Marion Street Bridge must be completed and the Center Street traffic moved to Marion Street before the main river span of the Center Street Bridge can be started. Assuming a bid letting date of mid May to early June 1981, the contractor would probably start work about the first of July 1981. His first priority would be the river piers for the Marion Street Bridge. These piers could not be completed before the high water season which is usually November, December, and January. Consequently the construction of the river piers would extend into the summer of 1982. During this period the steel beams for the Marion Street superstructure would be made and delivered to the site. This steel would be put into place as soon as the piers were complete.

After the steel beams are placed a concrete deck would be poured and the handrails and other accessories completed. During this period of time both the east and west approaches, the ramp, the detours, and the signing and illumination would be completed.

As soon as the traffic can be moved off the Center Street Bridge, which will be about the first of the year in 1983, the existing main spans of the Center Street Bridge can be removed. Pier construction can start as soon as the river levels will allow. The piers and the super-structure, which for this bridge will be a poured-in-place concrete box

girder, will take two construction seasons to complete and should be completed sometime in the fall of 1984. The east and west approaches and the ramps can be constructed at any time during the construction period of both the Marion and Center Street Bridges.

The center Street traffic can be returned to the Center Street Bridge in the fall of 1984. The detours would then be removed which will allow the ramps to be completed. The signing and illumination would be completed during this period and the project completed during the summer of 1985.

Whether the project is done as one contract or two will not change the completion date. If built with two contracts, work on the Center Street Bridge would not be started until that contract was awarded.

JMT:dh
9-30-80

(...RION ST. AND CENTER ST. BRIDGE)
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

10-1-80

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br. River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	-	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	- - - -	$1,000,000
Marion St. Br. (HBR)	(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	700,000	- - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,300,000	$1,000,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,300,000	$1,000,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

City - State - Fed Shares on Marion Bridge subject

929

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-47(12)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80363

COUNTY NAME Marion & Polk

PROGRAM STAGE (Check) 1. 2.

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO Moehring
FOR
Audio | Inver | R/D | O/A | S/A | Jnt | Eng

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-9
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-30-80	Primary 47	Primary 30

GENERAL LOCATION:

Willamette River (Salem) Bridge Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE:
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

- ☐ OTHER *(Specify)*

- ☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS

- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 30, 1980, you are now authorized to proceed with the actual acquisition of File No. 51252, as shown on Right of Way Map 5B-35-19, at a TEC of $304,901 - Federal Funds $259,165.50. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-30-80		for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCK OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-845

9271

30

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 11 #30

TO: F I L E

DATE: September 29, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Willamette River (Center St. & Marion St.) Bridges
Willamina-Salem Highway
Polk County

-- ADDENDUM --

Inspection of the December 1964 aerial flood photographs indicate that a skew angle of about 7 degrees would align the piers with the flow.

DWB:ge

cc Frank Terpin
Walt Hart
Jack Davis
D. Christensen
C. Fredrickson
Herb Schell, FHWA

Versteeg
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
OCT 0 2 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up ___/___/___
Action

Contains Recycled Materials
81-125-1367

SP*75683.1

9271

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF-47(9)
Center Street Bridge Replacement

Date: September 29, 1980

From: G. L. Green, Division Admistrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's resubmittals of July 28, August 7, and August 20, 1980, on the Center Street Bridge and the Marion Street Bridge widening to be used during the replacement of the Center Street Bridge.

We concur that widening the Marion Street Bridge to serve as a detour during construction of the Center Street Bridge appears to be the most feasible solution. Accordingly, Center Street Bridge construction funds may be used for the Marion Street Bridge detour.

2.3 HBR 0.6 match. E.S.H. 9-29-80

The Federal share of $2.9 million of HBR Discretionary Funds is the amount eligible to be used for this widening.

For G. L. Green

cc:
OSHD (W J Hart, Br)
ODOT (E S Hunter, Tech Svcs)

cc Marking
Coulter
Winstead
Fredrickson
9-29-80

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STATE HWY ENG
SEP 30 '80
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

SEP
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(Name Delivered)
11:15 am

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon BRF-47(9)
Center Street Bridge Replacement

Date: September 22, 1980

From: Director, Office of Bridges
Region 10

Reply to Attn. of: HBR-010

To: Mr. Glen L. Green ~~Green~~ SCHELL
Division Administrator
Salem, Oregon

As requested by your memorandum of August 4, 1980, we have reviewed the State's proposal for maintenance of traffic during the replacement of the Center Street Bridge.

We concur that widening the Marion Street Bridge to serve as a detour during construction of the Center Street Bridge appears to be the most feasible solution. Accordingly, Center Street bridge construction funds may be used for the Marion Street bridge detour.

We also concur with your recommendation that the Federal share of $2.9 million of HBR Discretionary Funds is the amount eligible to be used on the Marion Street Bridge widening.

Gary M. Kasza

NOTED
E. S. HUNTER
cc Front

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FOR
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SEP 24 1980
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Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon BRF-47(9)
Center Street Bridge Replacement

Date: SEP 0 9 1980

From: For: Chief, Bridge Division

Reply to Attn. of: HNG-33

To: Mr. M. Eldon Green
HRA-010 Regional Federal Highway Administrator
Portland, Oregon

As requested in your memorandum of August 6, we have reviewed the three alternate proposals presented by the State concerning the maintenance of traffic during the replacement of the Center Street bridge.

We concur with the Region's recommendation that Alternate 3, which includes widening the Marion Street bridge to serve as a detour bridge during construction of the Center Street bridge, appears to be the most feasible solution. Therefore, Center Street bridge construction funds may be used for the Marion Street bridge detour.

Stanley Gordon

NOTED
E. S. HUNTER
cc 1/cert
Attachment

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TECHNICAL SERVICES
SEP 30 '80
REFER TO
FOR
Info | Invest | R/D | ... | ... | Act | File

9291

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO

DES 16-1

TO: J. B. Boyd
J. H. Versteeg
C. O. Fredrickson
D. H. Moehring
Walt Hart

DATE: September 18, 1980

9-18 cc
Environment planning
indicate that the project
cannot be let this year
due to anticipated delays
etc. Should be met for
you to reflect this in your
through and Design phases
with the dates

From: E. S. Hunter
Assistant State Highway Engineer

Subject: Willamette River (Center and Marion Street) Bridges
Salem
Marion and Polk Counties

Location/Design approval has been granted by FHWA on the subject project. The FEIS has been approved and the 30-day notice period in the Federal Register expired on September 8, 1980.

I am attaching copies of the Final EIS for your reference so we can move the project through Right-of-Way and Design phases. A number of commitments are made in the FEIS regarding the 4(f) and 6(f) involvement on the project which we need to recognize in our schedules.

The City of Salem obtained approval of the new Wallace Marine Park Master Plan on April 7, 1980. I call to your attention paragraph 5, page 7 of the 4(f) Determination, which commits OSHD to set aside project funds in an amount equal to or greater than the amount of the appraised value of park land required within one year of the beginning of bridge construction. In addition, there are numerous items relating to mitigating construction impacts that will need to be placed in the special provisions.

In order to bring all of this to fruition by a tentative April 1981 advertising date, each of you will personally need to give this project high priority. The following outlines the general tasks before us:

1. PROJECT MANAGEMENT

   Program right-of-way, PE funds and construction funds.

2. BRIDGE

   Complete bridge design.

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STATE HWY ENGR
SEP 19 '80
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

3. RIGHT-OF-WAY

   Right-of-way, appraisals, negotiation and purchase.

4. RIGHT-OF-WAY and REGION II

   Complete 4(f) and 6(f) agreements with City and Regional Parks.

5. ROAD DESIGN and BRIDGE

   Complete plans, specifications and estimates.

I am setting a goal of April 1981 for advertising the entire project for contract. The portions requiring right-of-way will need to be set aside in the contract and dates established for clearance of the right-of-way so the contractor can proceed.

Attach.

cc Alan Hershey, MWCOG
   Ralph Hanley, City of Salem

bc F. B. Klaboe
   H. S. Coulter
   C. T. Keasey
   G. A. Potter

GAP:ct/ESH:ja

9244

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-10-80

FEDERAL AID PROJECT NO.: X-47(12)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80363

COUNTY NAME: Marion & Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP 25 '80

9-25 ou

REFER TO
Moehnke
FOR

Info | Invest | Y/D | Des | Sch | Acq | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9/10/80	Primary 47	Primary 30

GENERAL LOCATION:

Willamette River (Salem) Bridges Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/9/80 I approve the relocation plan for the subject project dated 7/29/80. Also, as requested you are authorized to proceed with appraisals and appraisal reviews for the project and with the actual acquisition of files 51249 and 51250 as shown on R/W map 5B-35-19 at a TEC of $547,111 Federal Funds $465,044.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/10/80	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-665

9291

H. S. COULTER

ACC 9

August 22, 1980

NOTED
H. S. COULTER

Mr. Louis P. McNicoll
Director of Public Works
City of Salem
Civic Center/555 Liberty Street SE
Salem, OR 97301

Dear Mr. McNicoll:

Appropriation Bill Markup
Transfer Funds for Salem

This will confirm your telephone call inquiring into the status of our request to the FHWA to apply $2.6 million of HBR money to the Marion Street Bridge. You indicated you were trying to have Salem named in the appropriation measure and needed a proper total transfer fund amount.

I advised you that we had not heard of a final determination from the FHWA and that it would be prudent on your part to assume, for purposes of the appropriation bill, that the HBR monies will not be forthcoming and to make your request for transfer funds on that basis. That way the City will be covered in its maximum need and redistribution of unused money should pose no problem for anyone.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

LWR:jh

cc: Alan Hershey
D. H. Moehring
E. S. Hunter
Bob Royer
C. O. Fredrickson

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Dick Knowles

July 29, 1980

Louis P. McNicoll
Director of Public Works
City of Salem
Civic Center/555 Liberty Street SE
Salem, Oregon 97301

RE: Amendment to Interstate Transfer Fund Agreement.

Dear Lou:

As requested in your letter of July 11, 1980, proposed second amendment to the existing Interstate Transfer Memorandum of Understanding has been reviewed by Marion County. Your proposal is satisfactory to Marion County, except for the unlimited commitment of I-305 Transfer funds to the Marion Street Bridge. A revised agreement has been prepared, reserving an option to the City and County to reopen the subject of the bridge in the event of a further increase of about $5,000,000 in cost of the bridge. Hopefully, either costs won't increase to this extent or, if they do, total transfer funds will show a corresponding increase and problems will be avoided. In any event, it is felt that the City and County must retain their control over I-305 Transfer funds.

In order to avoid any continuing delays, a revised amendment has been executed by Marion County and is returned herewith for further action.

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Federal Aid Coordinator

JJG:lk

cc: Board of Commissioners
Alan Hershey
Dick Knowles✓

Enclosures

REVISED AMENDMENT

SECOND AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF SALEM, MARION COUNTY, AND THE
COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY
CONCERNING THE TRANSFER OF I-305 FUNDS

On the 18th of May, 1977, the CITY OF SALEM, hereinafter called "City", MARION COUNTY, hereinafter called "County", and THE SALEM AREA TRANSPORTATION STUDY, hereinafter called "SATS", entered into an agreement concerning the transfer of the I-305 funds to alternate projects. That agreement was further amended on the 6th of June, 1979.

It is the desire of the City and County, due to changing conditions and circumstances, to make a second amendment to the original agreement in order to re-designate priorities on the bases of transportation needs and realistic construction schedules.

NOW, THEREFORE, IT IS HEREBY AGREED between the parties to further amend the Memorandum of Understanding dated the 18th of May, 1977, as amended on the 6th of June, 1979, to re-designate priority projects for the use of withdrawn I-305 funds as follows:

1. The Front Street project, now under construction
2. The Liberty Commercial couplet
3. Hawthorne Avenue
4. Marion bridge, concurrently with State of Oregon replacement of the Center Street bridge.
5. The Salem Parkway project.
6. South Commercial
7. Mission Street
8. Kubler Interchange
9. State Street

IT IS FURTHER AGREED that the City Council and Marion County Board of Commissioners will request the Oregon Department of Transportation Highway Commission to enlist its financial support in the Marion Street bridge project as follows:

Specifically, the local share for the Marion Street project for City and County, respectively, in 1978 dollars is $437,000 and $35,000. In petitioning the Department of Transportation Commission, the parties would request that the amount of local match for the Marion Street bridge not exceed the above mentioned dollars, and that any additional cost for this project requiring further local match be the sole responsibility of the State of Oregon. In doing this the City and County agree that more federal transfer dollars than authorized in the total interstate transfer agreed to on the 18th of May, 1977, will be made available eligible for use by the State on the Marion bridge project commensurate with the additional local match to be provided by the State necessitated by final design and inflation in the construction of this improvement.

IT IS FURTHER AGREED that except as set forth in this second amendatory agreement, the first amendatory agreement and the original agreement of the parties, dated the 6th of June, 1979, and the 18th of May, 1977, respectively, shall remain in full force and effect.

S 58-6674

IT IS FURTHER AGREED that the City Council and Marion County Board of Commissioners will request contact the Oregon ~~Department of~~ Transportation ~~Highway~~ Commission to ~~enlist~~ their financial support in the Marion Street bridge project as follows:

Specifically, for the Marion Street Bridge Project, ~~1978 estimated~~ local matching funds for City and County, are respectively, $437,000 and $35,000. In petitioning the Department of Transportation, the parties would request that the amount of local match for the Marion Street bridge not exceed the above mentioned dollars, and that any additional local match funding for this project be the sole responsibility of the State of Oregon. The City and County recognize that currently estimated requirements for Interstate Transfer funds for the Marion Street Bridge improvement are $9,943,000. It is agreed that, subject to City, County, and State providing required local matching funds, I-305 Federal funds ~~may~~ will be used for the Marion Street Bridge in the amount of the current project estimate, subject to reasonable changes resulting from final design and inflation. However, City and County specifically reserve the right to reopen the question of priority and funding of the Marion Street Bridge at any time that the current project estimate is increased to more than 50% of the current figure.

IT IS FURTHER AGREED that except as set forth in this second amendatory agreement, the first amendatory agreement and the original agreement of the parties, dated the 6th of June, 1979, and the 18th of May, 1977, respectively, shall remain in full force and effect.

IN WITNESS WHEREOF the parties have executed this second Amendatory Agreement this day of , 1980.

APPROVED AS TO FORM:

Marion County Legal Counsel

MARION COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

APPROVED AS TO FORM:

Salem City Attorney

CITY OF SALEM

Mayor

City Recorder

COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY

Chairman

9291

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

August 22, 1980

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

Mr. Ronald A. Lee, Chief
Dredge and Fill Permits Section
Environmental Protection Agency
Region 10
1200 Sixth Avenue
Seattle, WA 98101

RE: 80-N-11, Oregon DOT 7/18/80

Dear Mr. Lee:

Based upon your preliminary review of the above permit for replacing the existing Center Street Bridge and modifying the Marion Street Bridge in Salem, Oregon, you requested additional information concerning wetlands.

I am enclosing a copy of the Final EIS on the subject project and would direct your attention to the Section entitled "Wetlands (4a)" on page 29. This Section describes the type of wetlands found in the project area, the type impacted by the project and their significance.

I spoke with Jim Woods of your staff on August 22 about this request and he indicated that this information should be sufficient. Please let me know immediately if you need any additional material.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:lb

Attachments

cc: Glen L. Green, FHWA
J. H. Holmead, III, U.S. Coast Guard

bc: H. S. Coulter, E. S. Hunter, W. J. Hart,
J. H. Versteeg, C. O. Fredrickson

RECEIVED
AUG 25 1980
BRIDGE SECTION

Form 734-3122

9241:

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
123K,7253B

In Reply Refer to
File No.:

August 20, 1980

TO: Mr. Glen L. Green
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: Walter J. Hart
ORIGINAL SIGNED
J. L. WALLACE
Bridge Engineer

SUBJECT: Center Street Bridge, 123K
Marion Street Bridge, 7253B
Willamina-Salem Highway
Marion and Polk Counties

Enclosed are five copies of a cost and funding summary for the Marion and Center Street Bridges. This sheet has been revised to indicate our latest estimates and planning. We propose to accomplish this during the federal fiscal year, 1981.

The total amount of HBR funds is $27.9 million which includes $2.9 million transferred to the Marion Street Bridge. The Federal share of the HBR funds is $22.3 million and the State share is $5.6 million.

The total amount of I-305 transfer funds is $11.1 million. The Federal share of the I-305 transfer funds is $9.4 million, the State share is $0.7 million and the City share is $1.0 million.

Encl.

cc E. S. Hunter
C. O. Fredrickson

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FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

MARION ST. AND CENTER ST. BRIDGES
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br. River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	-	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	- - - -	$1,000,000
Marion St. Br. (HBR)	**(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	700,000	- - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,300,000	$1,000,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,300,000	$1,000,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

**This assumes the Federal Hwy. Admin. will approve the transfer of funds from the Center Street Bridge. If the Marion Street Bridge is constructed to four lanes before the Center Street Bridge is replaced, some saving may be realized in the cost of constructing the Center Street Bridge.

MS 521

AUG 18 1980

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, Washington 98174

RE: 80-H-11, Oregon DOT, 7/16/80

Dear Commander:

We have completed a preliminary review of the above referenced permit application to replace the existing Center Street Bridge and modify the existing Marion Street Bridge across the Willamette River at Salem, Oregon.

The Public Notice for this project states that approximately 1000 square feet of wetlands will be needed for the construction of the bridge piers. Before we can complete our review of the permit, we will need additional information concerning construction activities in and around these wetlands. This information should include a description of the size and type of wetlands that will be impacted, the impacts that will occur during the construction activities and the feasibility of restoring damaged wetland areas after construction is completed. We also need diagrams that show the location of these wetlands in relation to the existing bridges and in relation to the proposed structures.

We cannot complete an adequate review of this permit without the requested information. Therefore, we recommend that the issuance of this permit be held in abeyance until this information can be supplied by the applicant and reviewed by our agency. If there are any questions concerning our comments, please contact Jim Hood, of my staff at (206) 442-1352 or FTS 399-1352.

Sincerely,

Ronald A. Lee, Chief
Dredge and Fill Permits Section

cc: USFWS - Portland
NMFS
USFS
USSL
Applicant

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
FOR
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RECEIVED
DOT DIRECTOR
AUG 20 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GENERAL FILES

CON 19-1
Willamette
K C
Jt

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16591
Serial 330

RECEIVED TECHNICAL SERVICES
18 JUL 1980
JUL 29 '80
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

In reply refer to
Proposed Replacement of Center Street Bridge and Modification of Marion Street Bridge, Willamette River at Salem, Oregon

PUBLIC NOTICE NO. 80-N-11

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District, from the State of Oregon Department of Transportation, Transportation Building, Salem, Oregon 97310 for approval of location and plans for a new 4-lane, fixed highway bridge and for modificaton of an existing fixed highway bridge across a navigable waterway as follows:

NOTED
E. S. HU

WATERWAY AND LOCATION

Willamette River, Mile 84.4 and Mile 84.5, at Salem, Oregon.

CHARACTER OF WORK

The applicant proposes to replace the existing Center Street Bridge and to modify the existing Marion Street Bridge, both of which cross the Willamette River at Salem, Oregon. The new Center Street Bridge would be a concrete, high-rise, fixed-span structure. Vertical clearances provided by the new bridge would be decreased by 8.4 feet and horizontal clearances would be increased by 77.5 feet, compared to existing navigational clearances. Navigation clearances to be provided by the new Center Street Bridge would be:

East Span

Horizontal	-	172.0 feet
Vertical	-	30.4 feet at high water (elev. 140.4) 60.8 feet at low water (elev. 110.0)

RECEIVED
JUL 28 1980
BRIDGE SECTION

Center Span

Horizontal	-	220.0 feet
Vertical	-	30.4 feet at high water (elev. 140.4) 60.8 feet at low water (elev. 110.0)

West Span

Horizontal	-	220.0 feet
Vertical	-	26.6 feet at high water (elev. 140.4) 57.0 feet at low water (elev. 110.0)

SPEED LIMIT 55
It's a law we can live with.

BRIDGES

Widening of the Marion Street Bridge would be done with steel girder construction and would have only a minimal effect on horizontal clearances with no change in vertical clearances. Navigation clearances to be provided by the modified Marion Street Bridge would be:

East Span

Horizontal	-	198.0 feet
Vertical	-	37.7 feet at high water (elev. 140.4) 68.1 feet at low water (elev. 110.0)

Center Span

Horizontal	-	240.0 feet
Vertical	-	39.0 feet at high water (elev. 140.4) 69.4 feet at low water (elev. 110.0)

West Span

Horizontal	-	198.0 feet
Vertical	-	35.7 feet at high water (elev. 140.4) 66.1 feet at low water (elev. 110.0)

ENVIRONMENTAL CONSIDERATIONS

The lead Federal agency for purposes of the National Environmental Policy Act of 1969, as amended (NEPA), is the Federal Highway Administration (FHWA). FHWA has determined that the proposed project would involve major Federal action significantly affecting the quality of the human environment. A draft environmental impact statement (EIS) was prepared by the applicant and approved by FHWA on 23 October 1979. A final EIS is now being circulated. The Coast Guard has reviewed and commented on the draft EIS from the standpoint of navigational concerns. A copy of the draft EIS is available for inspection at the offices of the applicant and at the office of the Commander, Thirteenth Coast Guard District, Aids to Navigation Branch.

The proposed project would be located within the floodplain of the Willamette River but does not appear to be a significant encroachment pursuant to floodplain management guidelines. The proposed project would require the taking of approximately 1500 square feet of wetlands for bridge pier construction. Excavation for the project would remove approximately 25,000 cubic yards of material.

It is estimated that the following quantities of materials would be placed in support of the bridges and their approaches:

Riprap pier protection	-	18,000 cubic yards
Concrete	-	8,200 cubic yards
Earth embankment	-	13,000 cubic yards

Preliminary determinations indicate that the proposed activity would have no effect on endangered or threatened species, or their critical habitat, as designated pursuant to the Endangered Species Act of 1973, as amended. Coordination with the U.S. Department of the Interior was conducted during preparation of the joint State/FHWA EIS.

Construction of the proposed project would affect properties protected pursuant to Section 4(f) of the Department of Transportation Act of 1966 and by Section 6(f) of the Land and Water Conservation Fund Act of 1972. The affected lands are within Wallace Marine Park. A Section 4(f) statement is appended to the final EIS for the project. Final agency action by the Coast Guard will depend upon the results of the Section 4(f) determination process and upon approval of Section 6(f) mitigation by the Department of the Interior.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the proposed bridge project giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments will be received for the record at the Office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, Washington 98174, through 25 August 1980.

BASIS FOR DECISION

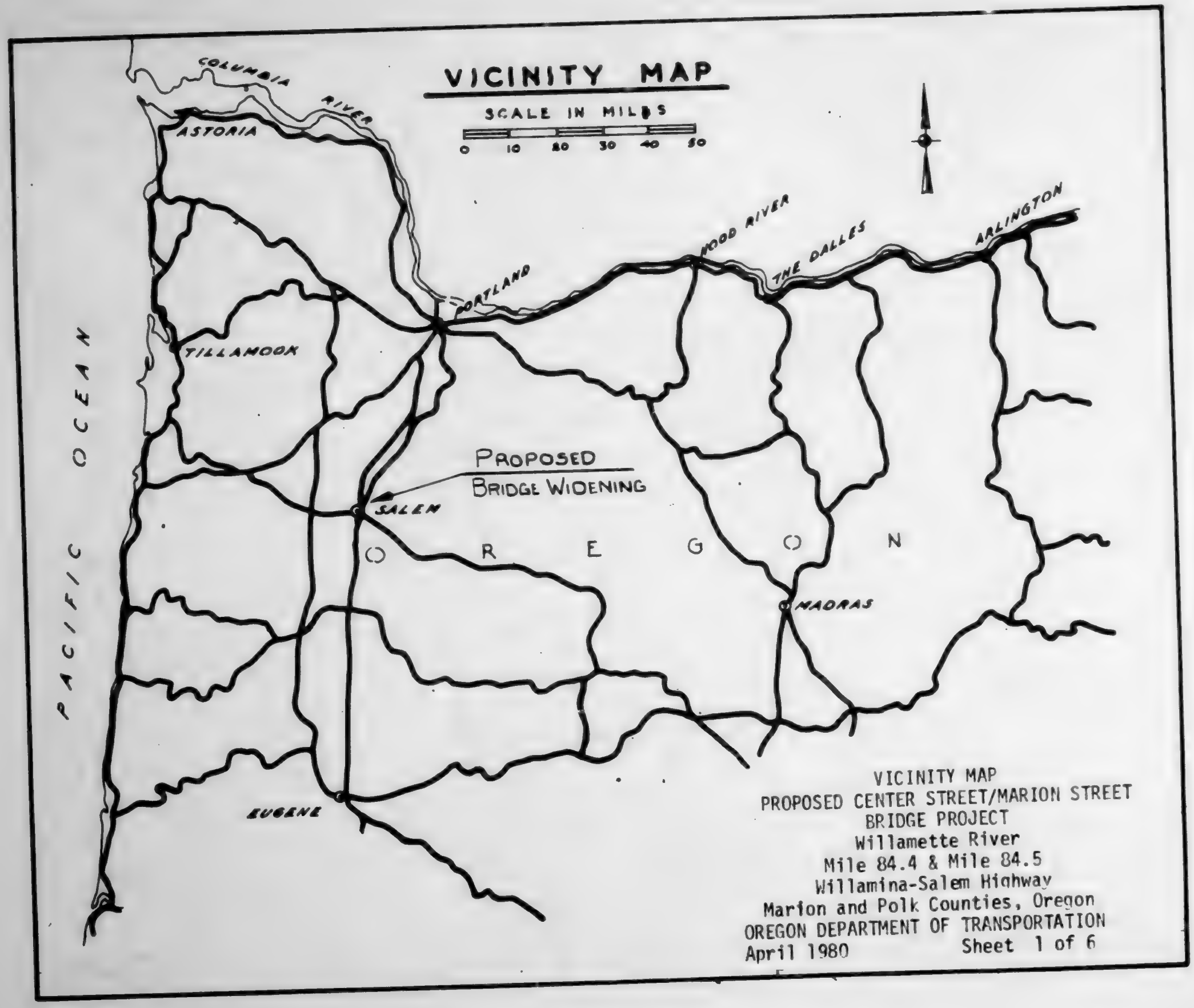
The decision as to whether or not approval will be granted to the location and plans for the proposed bridge project is dependent upon the project on the reasonable needs of navigation and on the quality of the human environment. Factors such as the presence or absence of wildlife and waterfowl refuges, public parks, and historic sites, as well as the potential for pollution, etc., will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

P/N 80-N-11
BRIDGES

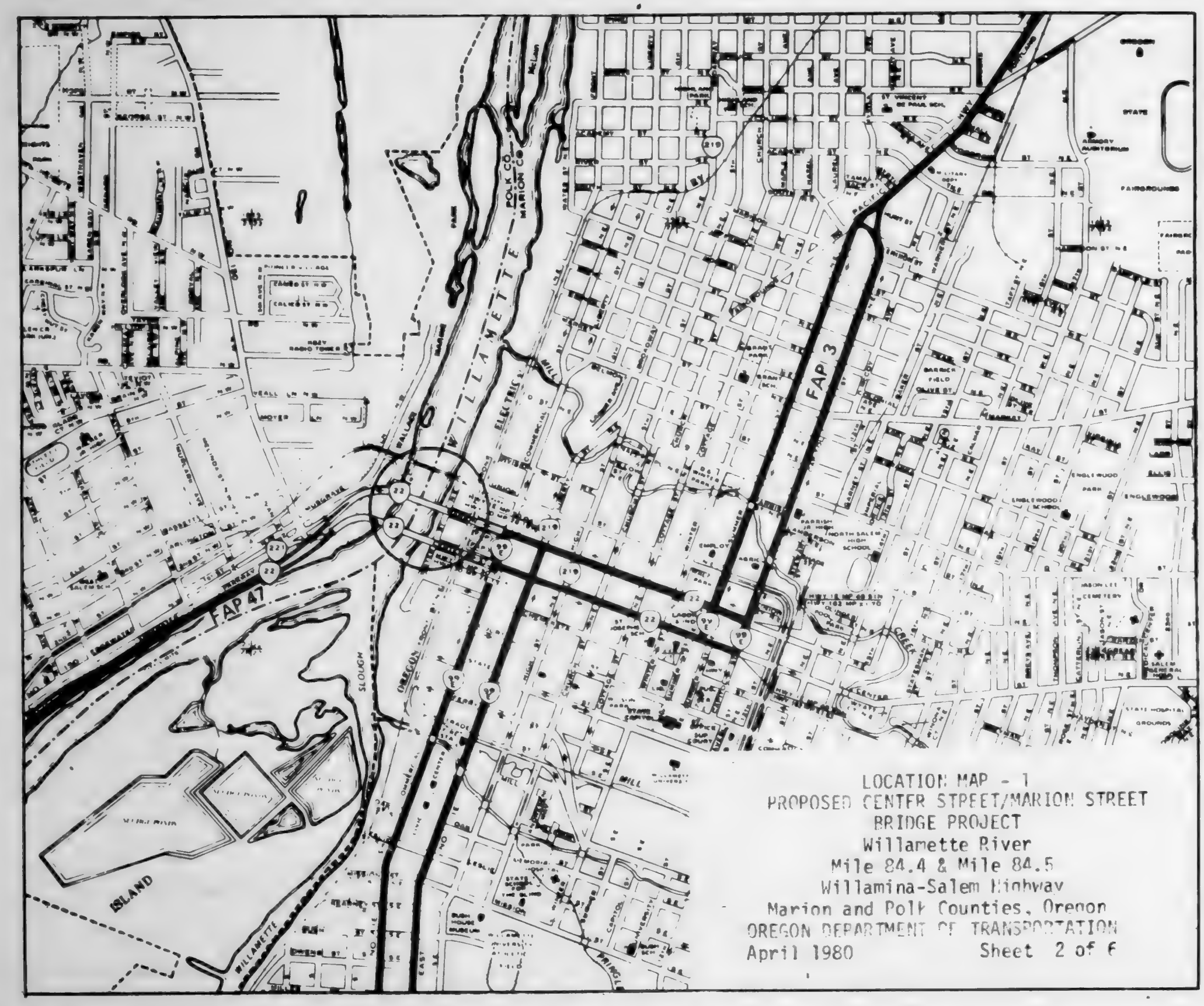
This notice consists of four pages, six sheets of drawings, and one sheet Public Notice by the State of Oregon Department of Environmental Quality.

C. L. CLARK
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

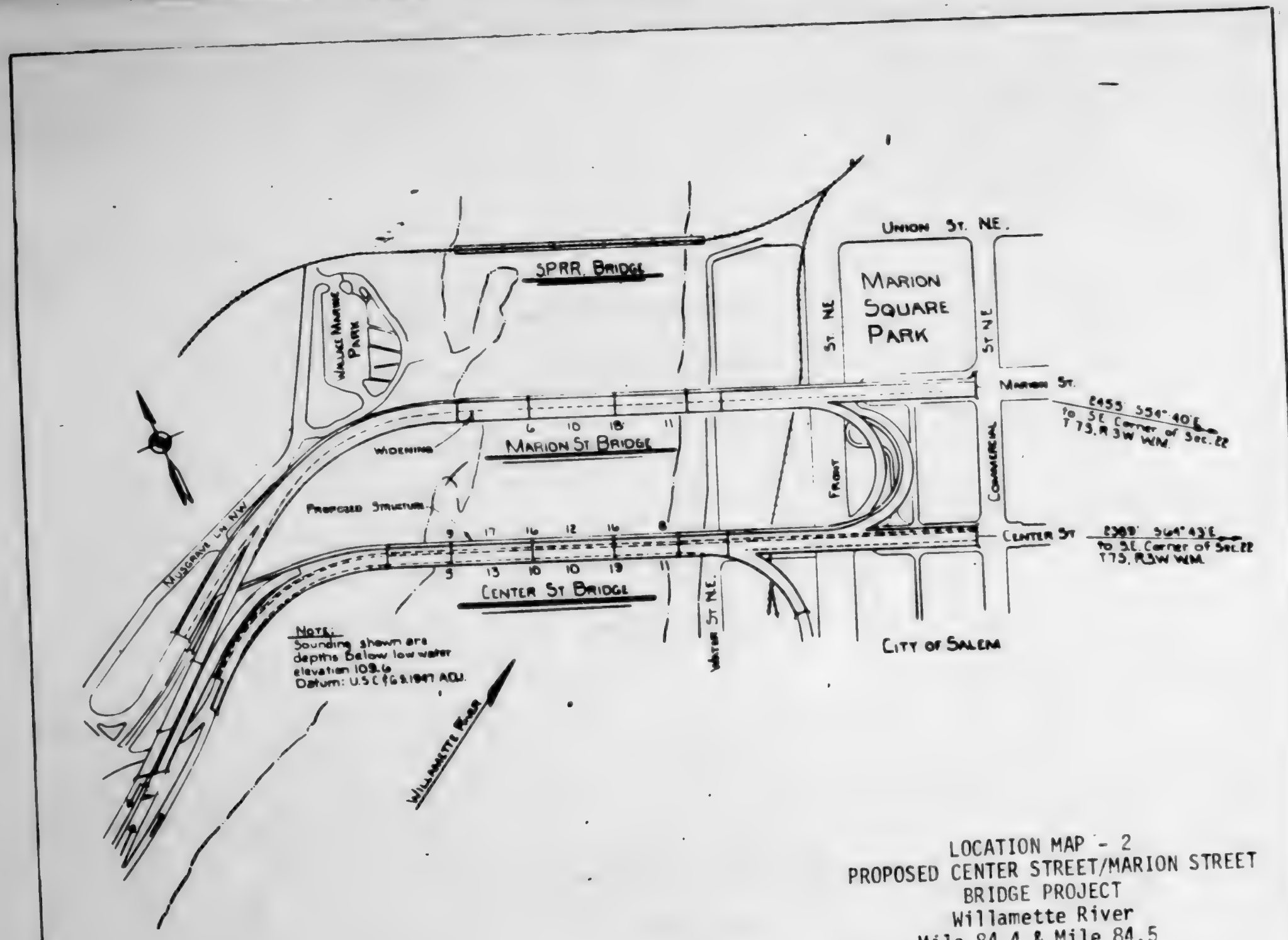
Encl: (1) Drawings - (6)
(2) Public Notice, Oregon DEQ



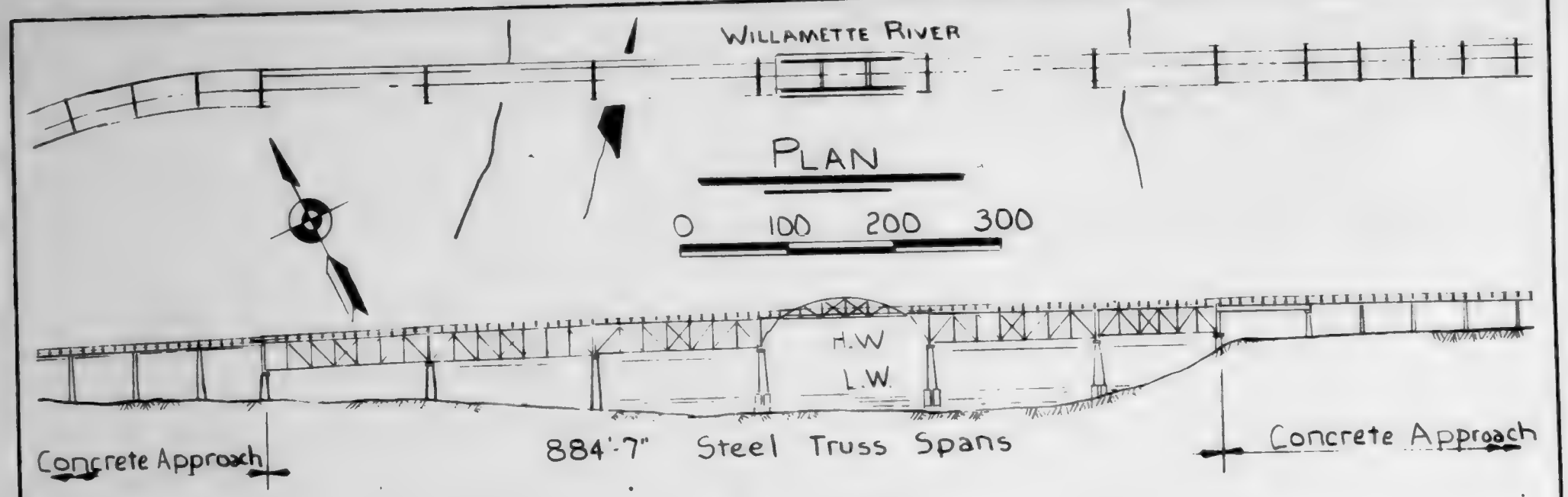
VICINITY MAP
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 1 of 6



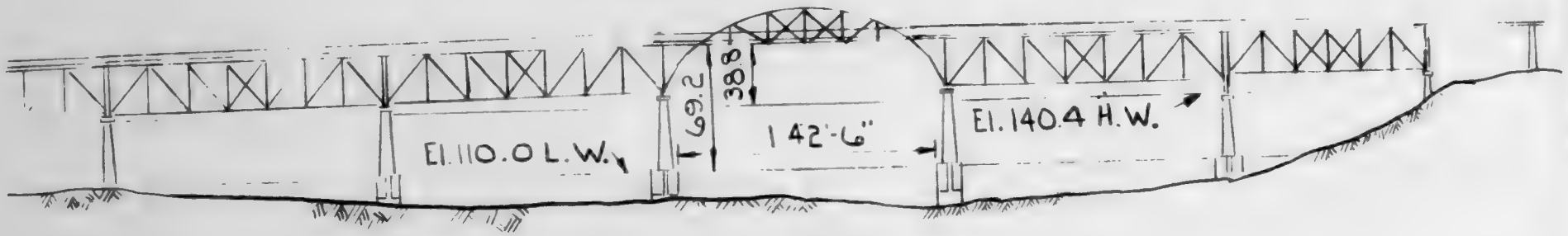
LOCATION MAP - 1
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 2 of 6



LOCATION MAP - 2
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 3 of 6



ELEVATION



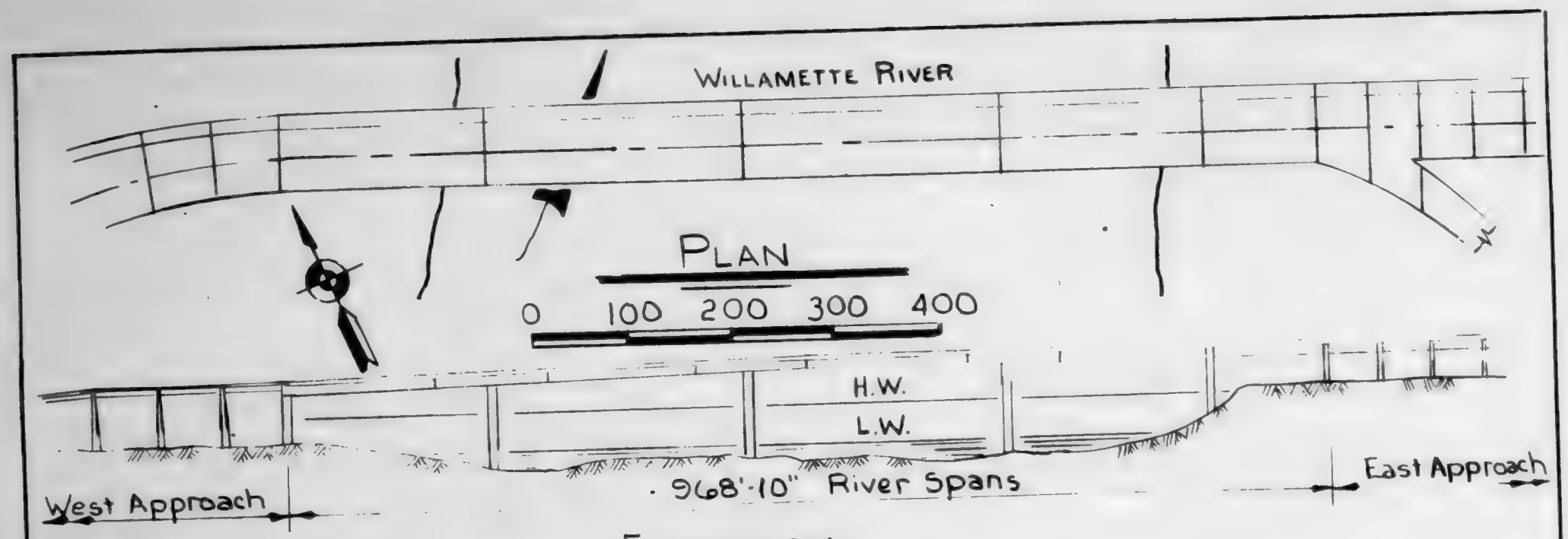
CHANNEL CLEARANCE

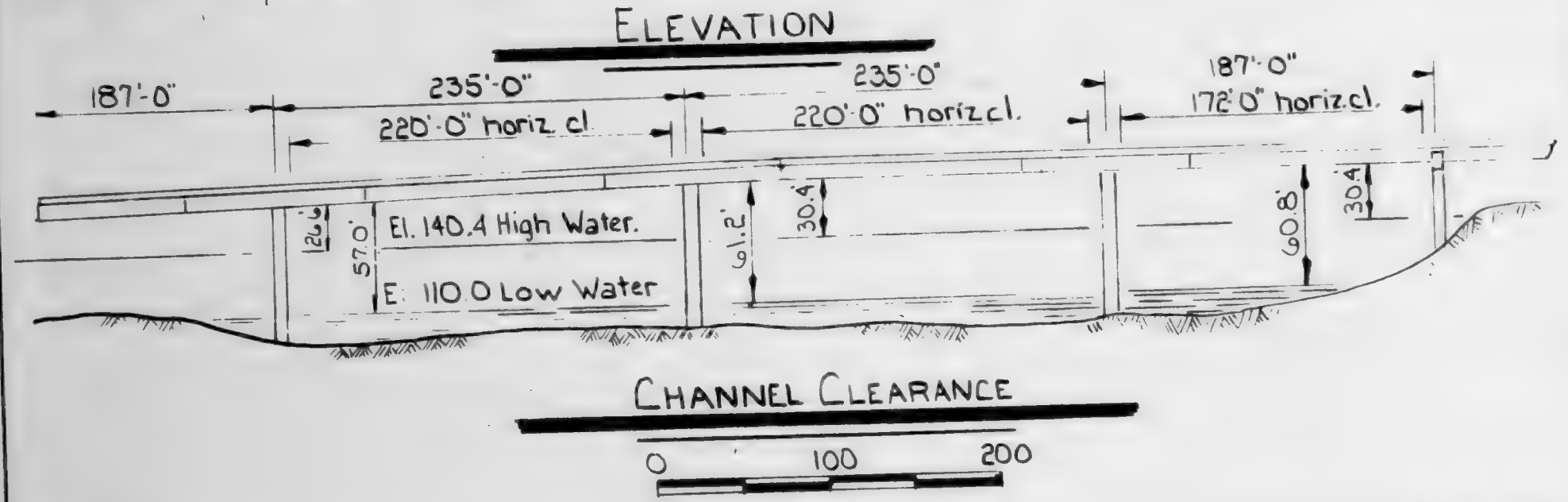
0 100 200

Datum:
U.S.C. & G.S. 1947 ADJ.

NOTE:
High Water elev. 142.8 = 1% frequency
Vertical clearances are to low water elev. 110.0 and to high water elev. 140.4 = 2% frequency.

EXISTING CENTER STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 4 of 6

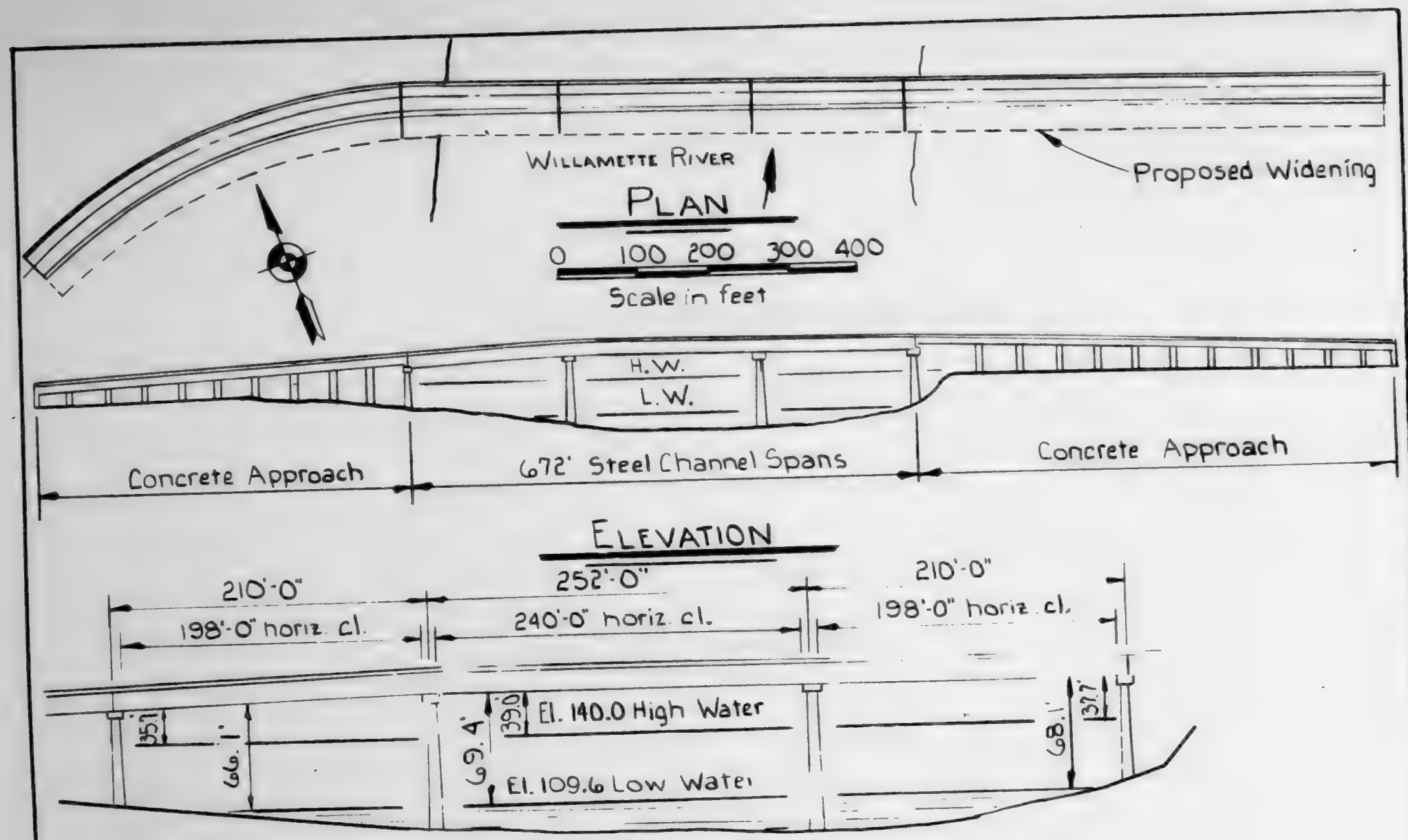




Datum:
U.S.C.&G.S. 1947 ADJ

NOTE:
High water elev. 142.8 = 1% frequency.
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 = 2% frequency.

PROPOSED CENTER STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 5 of 6



Datum:
U.S.C. & G.S. 1947 ADJ.

NOTE:
High Water elev. 142.4 1% Frequency
Vertical clearances are to low water elev. 109.6 and to high water elev. 140.0=2% frequency.

PROPOSED MARION STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 6 of 6

9541

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

August 12, 1980

State of Oregon
200 Transportation Building
Salem, OR 97310
Attn: Mr E. S. Hunter

Specific Conditional Use Case #80-8

NOTED
E. S. HUNTER

Dear Mr. Hunter:

At their meeting held August 11, 1980, the City Council received and filed the decision of the Planning Commission granting Specific Conditional Use request to widen the approaches and replace the existing river spans on Center and Marion Street Bridges. (Case 80-8)

This action by the Council affirmed the decision of the Planning Commission indicated in the report of July 29, 1980, and is final ten days from the date of mailing of that report to you.

Very truly yours,

Betty J. Marsh
City Recorder

cc: West Salem Community Council
CAN-DO Planning Association

RECEIVED
TECHNICAL SERVICES
AUG 14'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc Robert Armstrong Carter
8-14-80

9291

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

DES 23
Brs. 123K
7253B

August 7, 1980

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Center Street Bridge, 123K
Marion Street Bridge, 7253B
Willamina-Salem Highway
Marion and Polk Counties

In our letter of July 28, 1980 we requested that $2.9 million of HBR funds be applied to the widening of Marion Street Bridge in lieu of the expenditure of these funds using stage construction for Center Street Bridge. As a point of clarification, the $2.9 million is the total HBR funds, the Federal share is $2.3 million and the local share is $0.6 million.

cc E. S. Hunter
C. O. Fredrickson

TJS:dh

RECEIVED
TECHNICAL SERVICES
AUG 7'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cam ✓
PM EB
Ron Noble
File ✓

cc: Fredrichsen
Hunter
Moehring Keasey
Vanstee

Department of Environmental Quality

VICTOR ATIYEH
GOVERNOR

522 S.W. 5th AVENUE, BOX 1760, PORTLAND, OREGON 97207

July 30, 1980

RECEIVED
AUG 5 1980
Environmental Section

NOTED
E. S. HUNTER

Oregon Department of Transportation
Attn: Mr. A. J. George, Jr.
412 Transportation Building
Salem, Oregon 97310

Re: Center and Marion Street Bridges
AQ Highway File No. 37-8014
Indirect Source Construction Permit
Date of Issuance

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Center and Marion Streets, Salem, Oregon.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

RECEIVED
TECHNICAL SERVICES
AUG 20'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

HWH: h
Enclosure
cc: Dick Knowles, MWVCOG
Willamette Valley Regional Office

AIPI (6/80)

DEQ-1

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Willamette River (Center and Marion Street) Bridges

ISSUED TO:

Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

SOURCE SITE:

OR 22, Salem, Oregon

COUNTY:

Marion/Polk

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

Michael Downs for — July 30, 1980
William H. Young, Director — Date

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transportation is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Willamina-Salem Highway No. 30 between N.E. Commercial Street and N.W. Wallace Road.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS 37-8014 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

State of Oregon
Department of Environmental Quality
Air Quality Division
522 S.W. Fifth Avenue, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Center and Marion Street Bridges

NCIS 37-8014

Date July 30, 1980

Department of Environmental Quality
Air Quality Division
Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on _____ and will be in operation by _____.

_____
Signature

_____
Title

AINC (6/80)

9291

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

July 30, 1980

NOTED
M. S. COULTER

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Willamette River (Center and Marion Street) Bridges in Marion and Polk Counties, Oregon, has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration, the Equitable Center, Suite 100, 530 Center Street NE, Salem, Oregon 97301. This office would appreciate a copy of your comments.

Very truly yours,

Campbell M. Gilmore /for

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:ct

Enclosure

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9241

2.7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:
DES 23
Bridges
123K
7253B

RECEIVED
TECHNICAL SERVICES
JUL 29 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

July 28, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem OR 97301

Center Street Bridge, 123K
Marion Street Bridge, 7253B
Willamina-Salem Highway
Marion and Polk Counties

We have reviewed your letter of June 13, 1980 in which you denied our request to use HBR funds on the Marion Street Bridge. We re-evaluated the entire project with respect to your specific comments. Enclosed are five copies each of additional sketches, estimate sheets, a description of the two alternates, and appropriate comments.

We again conclude that in lieu of spending the additional funds to build Center Street Bridge using stage construction, the transfer of these savings to the widening of Marion Street Bridge is an appropriate use of tax dollars. We therefore request your re-evaluation of our proposal and your approval of the allocation of $2.9 million in Bridge Replacement Funds to the Marion Street Bridge widening project.

Description of Alternate 2 Stage Construction of Center Street Bridge

The traffic on Center Street would remain on the existing bridge during the first stage of construction. Stage 1 construction would be a parallel structure with a 24-foot roadway and temporary shoulder barriers (see Sketch A). In Stage 2 the traffic would be switched to the new structure, the existing structure removed and a second 38-foot wide new structure completed. A 6-foot wide deck closure pour would be required to tie the two parts of the new structure together. The final roadway cross section would consist of four 12-foot traffic lanes with 4-foot shoulders and a 10-foot bikeway separated by a concrete barrier.

Due to the alignment of the new structure, the substructure would probably also be constructed in two stages. The clearance between the bottom of the existing

steel trusses and the expected water level would allow approximately 15-feet of pile driving distance (see Sketch B). This would require a large number of piles to be spliced repeatedly in order to reach the anticipated lengths. However, building the substructure in two stages is also very costly due to the extra material, labor and fixed costs of building two cofferdams, two seals, two footings, and two columns at each pier location.

This alternate also requires one extra row of longitudinal beams in order to accommodate the variable structure widths of the two stages. In addition, all work must be accomplished from one side of the structure with traffic along the other side of the construction area. All this has the effect of lengthening construction times and increasing unit prices.

Description of Alternate 3 Detour Center St. traffic to Marion St.

Marion Street Bridge would first be widened to 4 lanes and the temporary detour ramps completed. Center Street traffic would then be moved to the Marion Street Bridge which would become a two-way bridge during the construction period. With traffic removed from the Center Street bridge, the contractor would be free to remove the existing bridge and build the new bridge without the unnecessary restrictions and delays described in Alternate 2. The size of the single footing and column would be considerably smaller than the combined 2-stage piers, thus requiring fewer quantities. The arrangement of longitudinal girders would be at optimum spacing also requiring fewer quantities. The contractor would also have the existing steel trusses available for use in construction of the new bridge.

General Comments

The current thinking is to combine all the work on both bridges in one contract. This will allow better handling of traffic, more control of stages of work by the contractor and better overall management of the project. The alternate which calls for detouring east-bound traffic to Marion Street will delay start of construction on the Center Street river spans until the Marion Street Bridge widening and detour ramps are completed.

The length of the construction period would be similar for either alternate. Both bridges could be constructed simultaneously if stage construction is used, however the two stages of Center Street Bridge would control the contract time length.

The major savings in construction dollars, if the "detour" alternate is used, occurs in the construction of the river spans. Our original submittal included

Sheet 5a which shows a comparison of the estimated cost of three structure types using the detour alternate and one structure type using the stage alternate. Subsequent contacts with your office revealed your desire for a steel structure estimate as well. Included in this submittal are detailed quantity and cost estimate sheets for the various structure types.

In June 1980 our Foundation Unit made a preliminary study of this project and found that the use of steel H piles would best fit the conditions and that the anticipated length of these piles would be much greater than originally estimated. In addition we have restudied the effects of constructing cofferdams and driving piles under the existing structure. Our results are reflected in the increased total cost of each structure type.

Further study also revealed that the use of precast segmental concrete would not be a feasible option for either detour or stage alternates. This type of structure requires a large volume of repetitive work in order to offset the very large forming and equipment costs. The two different widths of sections needed for stage construction make this initial cost prohibitive (see Sketch C). The site conditions at this bridge are similar to the site conditions of the Columbia River (S. Channel) except that the latter structure was several times longer and twice as wide. Even this large volume of repetitive work was not considered economical by five out of the six bidders on the project.

We have contacted several contractors and they concur that there would be a significant cost savings in being able to build Center Street Bridge without stage construction. They agreed that our projected cost savings was in the right range.

The hydraulics at this site will be studied in more detail during the preliminary design stage of the project. The span arrangement chosen provides enough clearance between existing and new piers to allow the piers to be aligned with the channel if necessary.

Walter J. Hart
Bridge Engineer

Enclosures

cc E. S. Hunter
C. O. Fredrickson

FORM 734-3136 (Rev. 7/78)

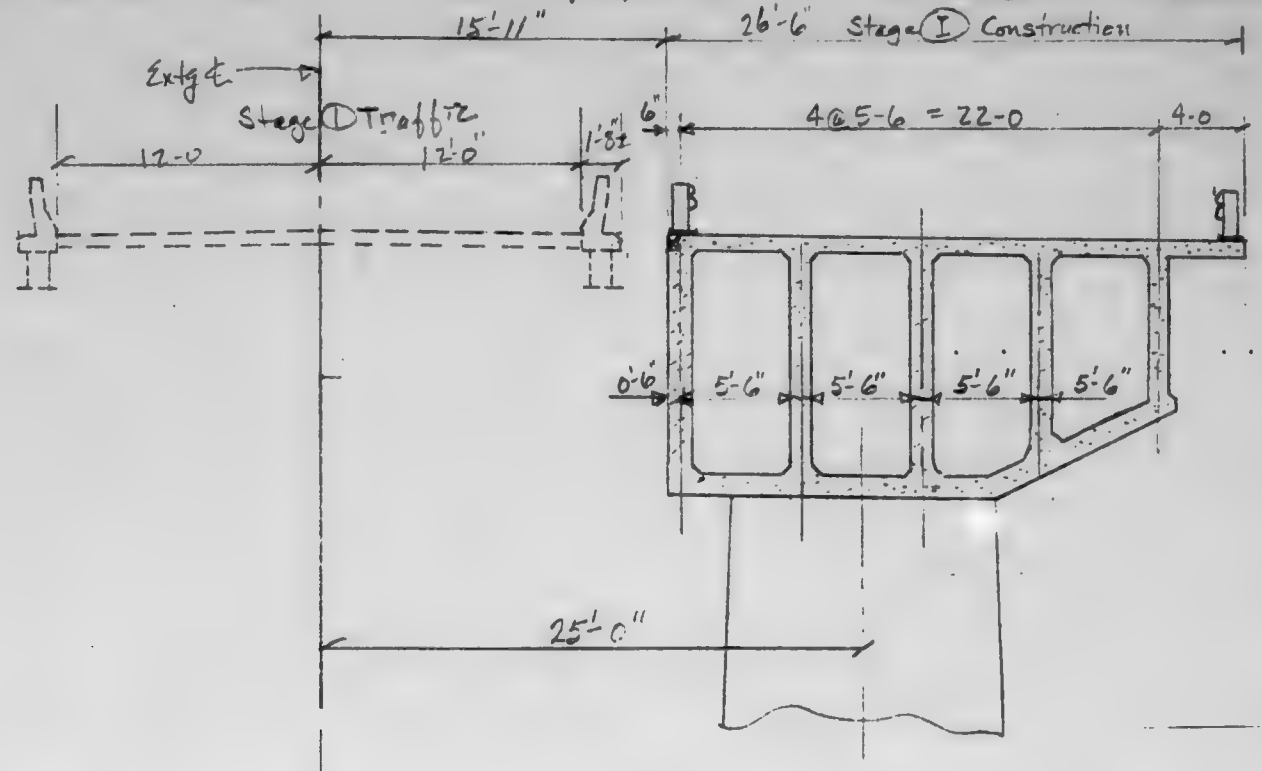
BRIDGE DESIGN UNIT
Oregon State Highway Division

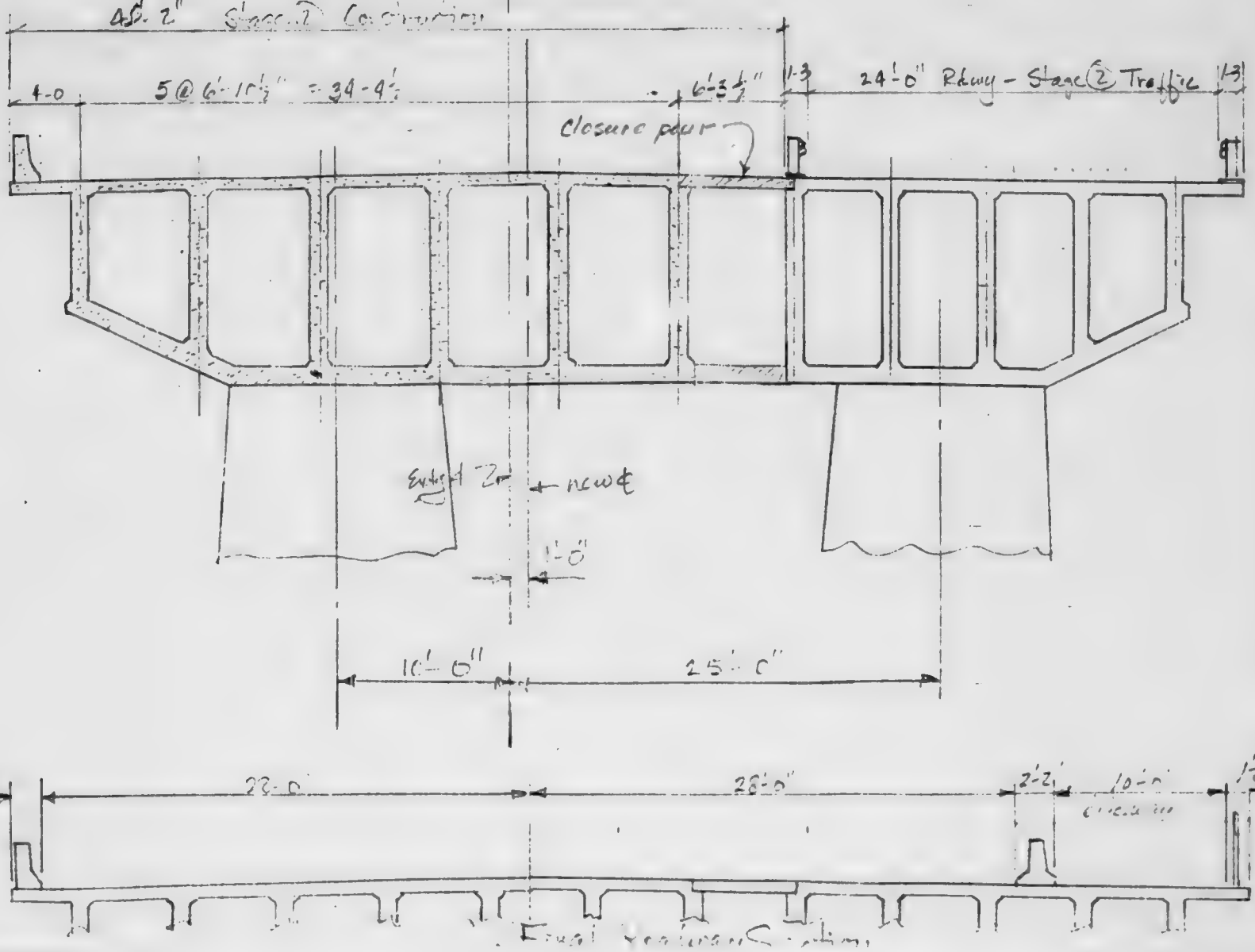
Sheet Sketch "A"

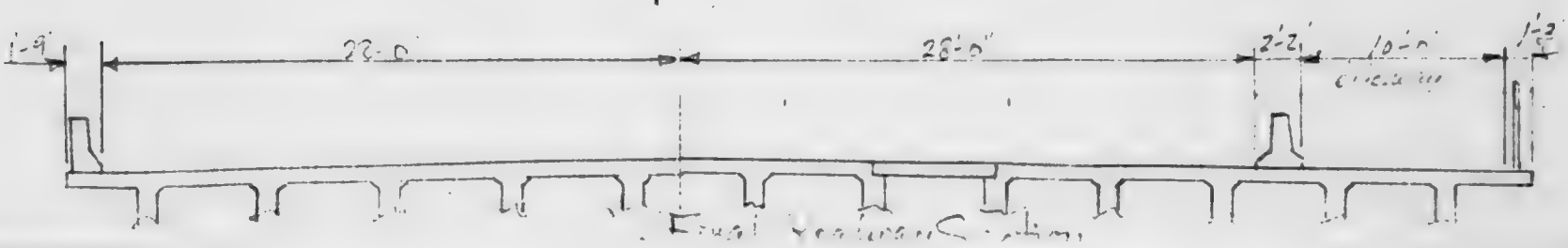
Bridge Center St. Br. - Stage Construction County Mar.-Polk

Calculations by TJS Date 7/14/80 Bridge No. 123k

SP*67746-731







FORM 734-3136 (Rev. 7/78)

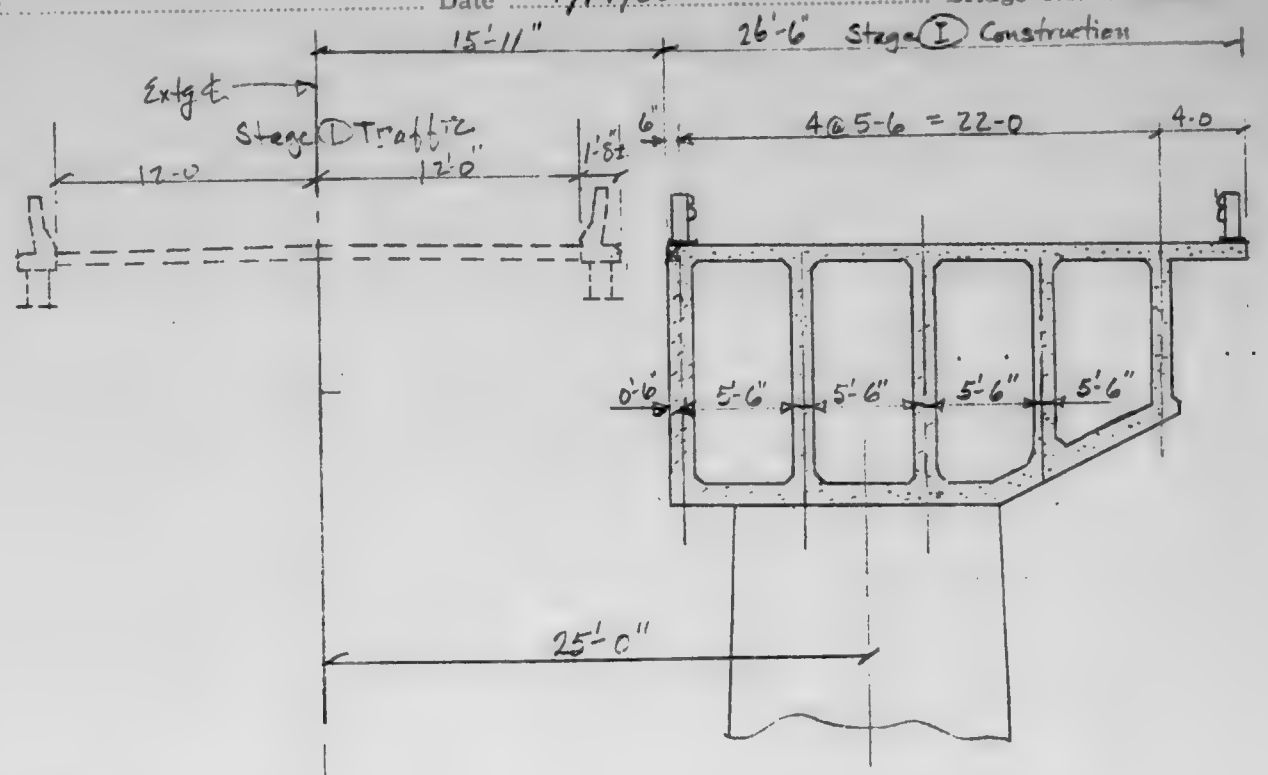
BRIDGE DESIGN UNIT
Oregon State Highway Division

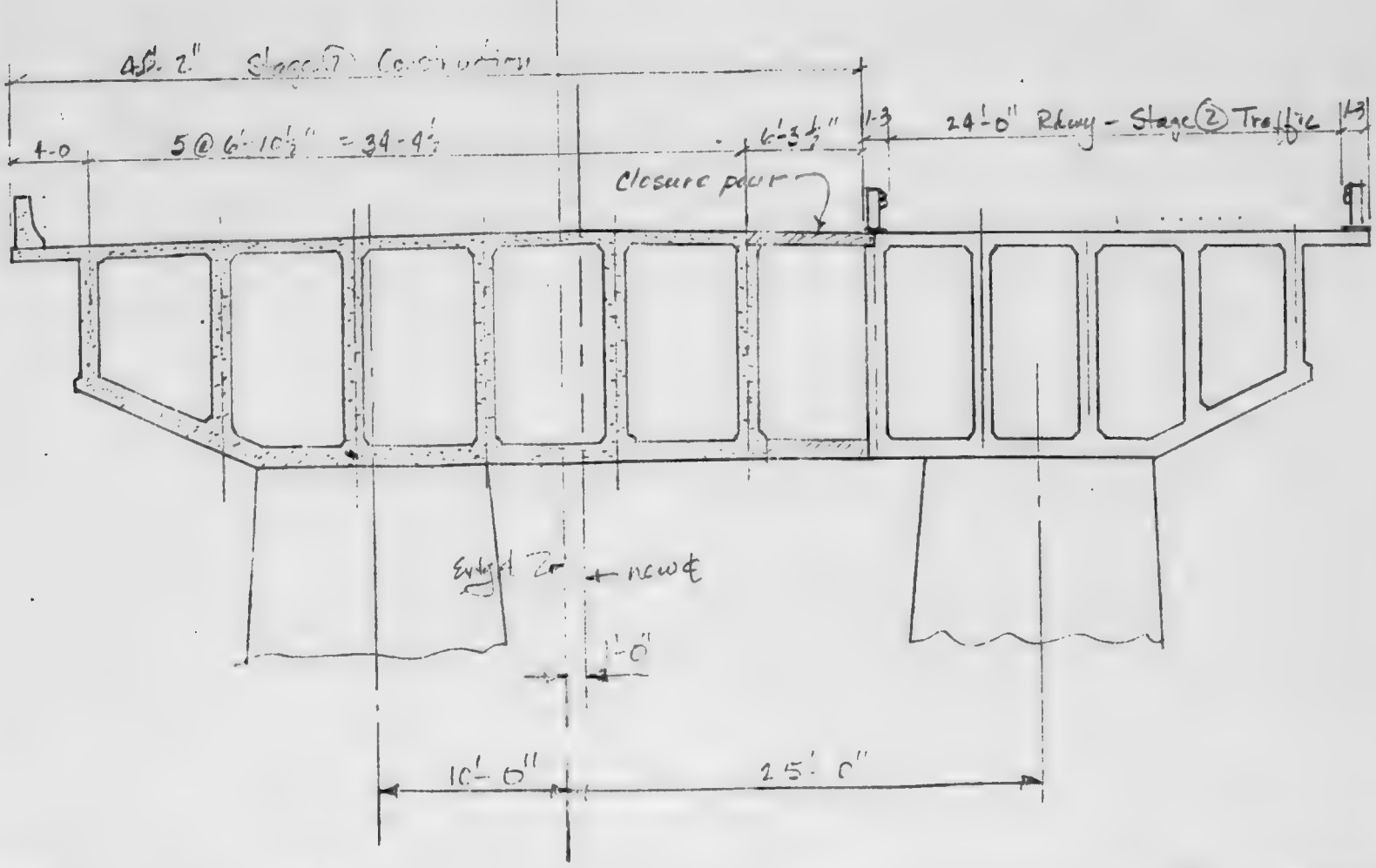
Sheet Sketch "A"

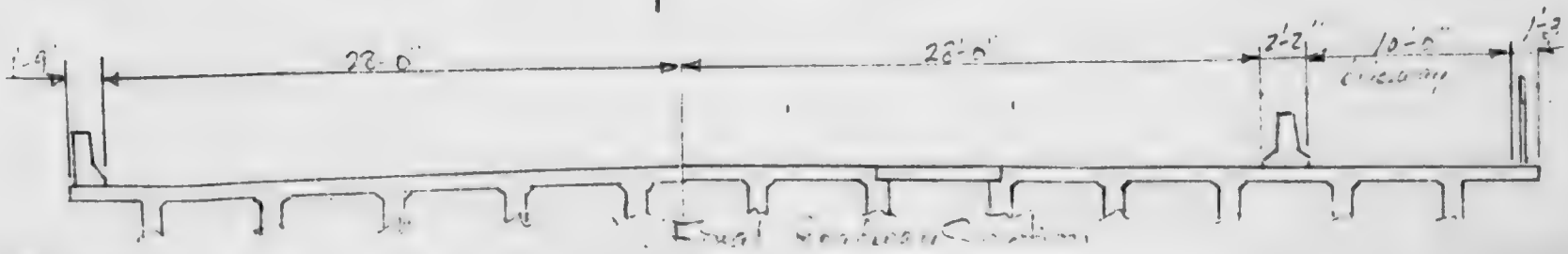
Bridge Center St. Br. - Stage Construction County Mar.-Polk

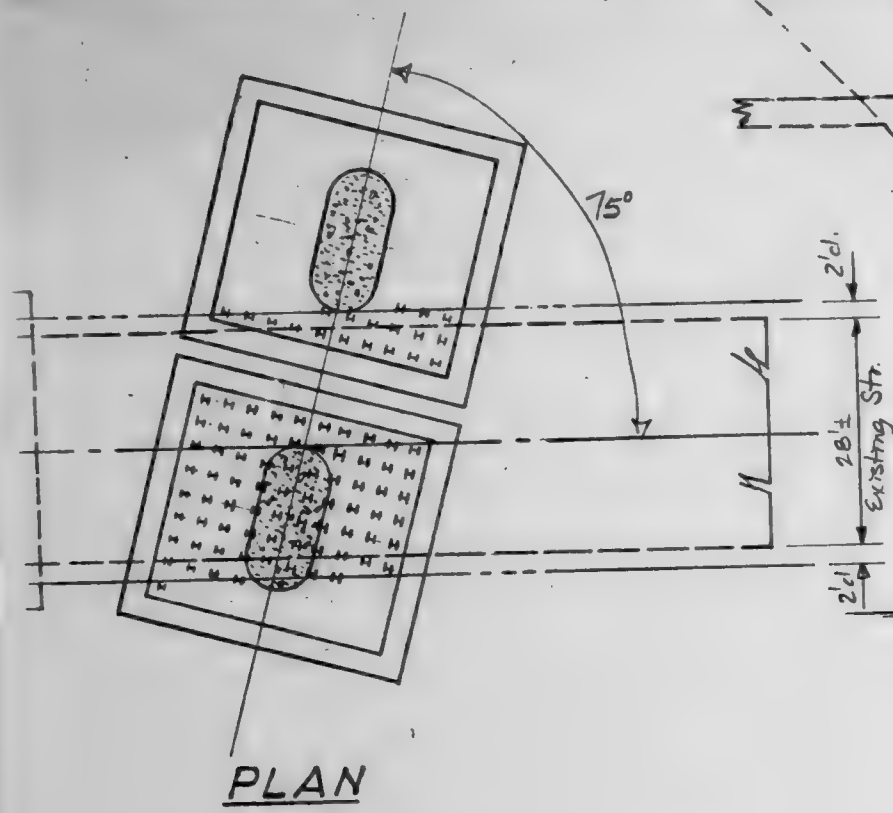
Calculations by TJS Date 7/14/80 Bridge No. 123k

SP*87746-734

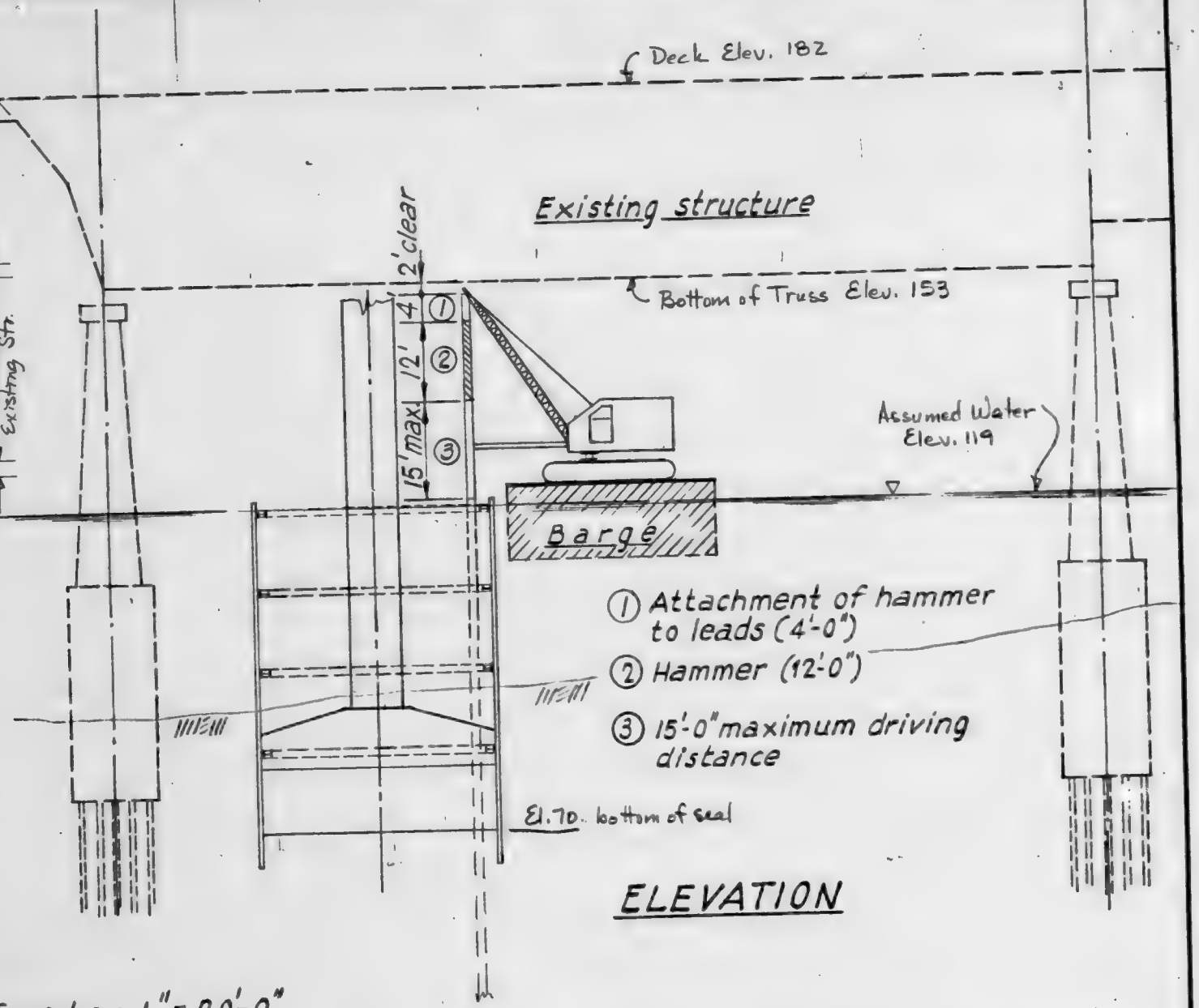








PLAN



ELEVATION

Scale: 1" = 20'-0"

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CENTER STREET BRIDGE
STAGE CONSTRUCTION

APPROVED:
BRIDGE ENGINEER

DATE 7/80
DESIGNED JNS
DRAWN
BRIDGE NO. 123K
DRAWING NO. SKETCH "B"

FORM 734-3136 (Rev 7/78)

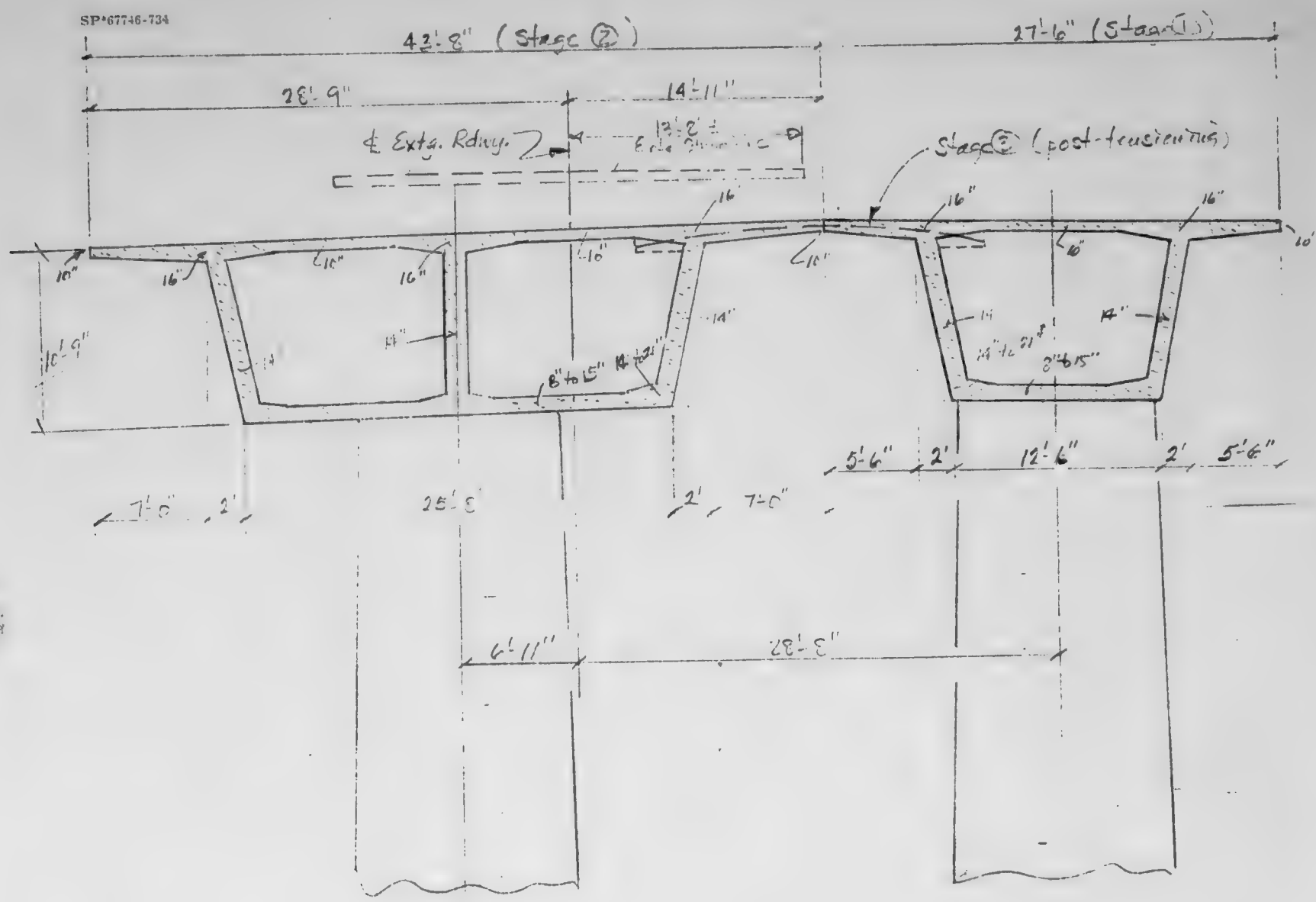
BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet Sketch "C"

Bridge Center St. Br. - Prelim Estimate - Stage vs Detour County Mar. - Polk

Calculations by TJS Date 7/21/80 Bridge No. 123k

SP*67746-734



Typical Section

Stage Construction using
Precast Segmental Construction

FORM 734-3136 (Rev. 7/78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet .....

Bridge Center St. Bridge - Prelim. Estimate - Stage vs Detour County Mar.-Polk

Calculations by TJS Date 7/16/80 Bridge No. 123k

SP*67746-734

"Detour" - CIP - PTCBG Cantilevers w/ Precast Bms.

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	653,300
Shoring, Cribbing & Work Trestle	—	—	All	1,000,000
Structure Excavation	Cu. Yd.	11,400	12.00	136,800
Furnish Steel Piling - HP12x53	Lin. Ft.	80,240	13.00	1,043,100
Drive Steel Piling	Each	680	450.00	306,000
Splice Steel Piling	Each	680	100.00	68,000
Riprap	Cu. Yd.	6,400	17.00	108,800
Concrete - Cl. 5000	Cu. Yd.	4,940	300.00	1,482,000
- Cl. 3300	Cu. Yd.	6,480	240.00	1,555,200
Metal Reinforcement - uncoated	Lbs.	1,760,000	0.50	880,000
- epoxy	Lbs.	160,000	0.70	112,000
Prestressing Steel	Lbs.	270,000	1.00	270,000
Prestressed Conc. I-beams - 140'	Each	40	17,000.00	680,000
- 125'	Each	10	15,000.00	150,000
Pedestrial Rail	Lin. Ft.	970	40.00	38,800
Expansion Jt. - double	Lin. Ft.	140	100.00	14,000
Removal of existing structure	—	—	All	320,000
Subtotal				8,818,000
E & C (30%)				2,645,000
Total Cost				11,463,000

FORM 734-3136 (Rev. 7/78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet .....

Bridge Center St. Bridge - Prelim. Estimate - Stage vs Detour County Mar.-Polk

Calculations by TJS Date 7/16/80 Bridge No. 123K

SP*67746-734

"Stage" - CIP-PTCBG Cantilevers w/ Precast Beams

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	800,000
Shoring, Cribbing & Work Trestle	—	—	All	1,400,000
Structure Excavation	Cu. Yd.	14,000	12.00	168,000
Furnish Steel Piling - HP12x53	Lin. Ft.	92,750	13.00	1,205,800
Drive Steel Piling	Each	75/711	800-/550-	451,000
Splice Steel Piling	Each	1,086	100.00	108,600
Riprap	Cu. Yd.	6,400	17.00	108,800
Concrete - Cl. 5000 -	Cu. Yd.	5,170	330.00	1,706,000
- Cl. 3300	Cu. Yd.	7,180	250.00	1,795,000
Metal Reinforcement - uncoated	Lbs.	1,850,000	0.55	1,017,500
- epoxy	Lbs.	160,000	0.75	120,000
Prestressing Steel	Lbs.	300,000	1.50	450,000
Prestressed Conc. I beams - 140'	Each	44	18,500-	814,000
- 125'	Each	11	16,500	181,500
Pedestrian Rail	Lin. Ft.	970	40.00	38,800
Expansion Joint - double	Lin. Ft.	140	100.00	14,000
Removal of existing structure	—	—	All -	400,000
Subtotal				10,719,000
E & C (30%)				3,234,000
Total Cost				14,013,000

FORM 734-3136 (Rev. 7/78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet .....

Bridge Center St. Bridge - Prelim. Estimate - Stage vs Detour County Mar.-Polk

Calculations by TJS Date 7/16/80 Bridge No. 123K

SP*67746-734

"Detour" - Cast-in-place P.T.C.B.G.

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	676,400
Shoring, Cribbing & Work Trestle	—	—	All	1,000,000
Structure Excavation	Cu. Yd.	11,400	12.00	136,800
Furnish steel piling - HP12x53	Lin. Ft.	84,960	13.00	1,104,500
Drive Steel piling	Each	720	450.00	324,000
Splice Steel piling	Each	720	100.00	72,000
Riprap	Cu. Yd.	6,400	17.00	108,800
Concrete - Cl. 5000	Cu. Yd.	6,060	350.00	2,121,000
- Cl. 3300	Cu. Yd.	6,430	240.00	1,543,200
Metal Reinforcement - uncoated	Lbs.	1,900,000	0.50	950,000
- epoxy	Lbs.	315,000	0.70	220,500
Prestressing Steel	Lbs.	500,000	1.00	500,000
Pedestrian Rail	Lin. Ft.	970	40.00	38,800
Expansion Jt. - double	Lin. Ft.	140	100.00	14,000
Removal of existing structure	—	—	All	320,000
				9,130,000
Subtotal				2,739,000
E & C (30%)				11,869,000
Total Cost				

FORM 734-3136 (Rev 7/78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet .....

Bridge Center St. Br. - Prelim. Estimate - Stage vs Detour County Mar.-Polk

Calculations by TJS Date 7/17/80 Bridge No. 1236

SP 67746-734

"Detour" - Weldrd Steel Girders

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	714,500
Shoring, Cribbing & Work Trestle	—	—	All	1,000,000
Structure Excavation	Cu. Yd.	10,300	12 00	123,200
Furnish Steel Piling (HP12x53)	Lin. Ft.	73,160	13 00	951,100
Drive Steel Piling	Each	620	450 00	279,000
Splice Steel Piling	Each	620	100 00	62,000
Riprap	Cu. Yd.	6,400	17 00	139,400
Concrete - Cl. 4500	Cu. Yd.	1,730	300 00	519,000
- Cl. 3300	Cu. Yd.	5,800	240 00	1,392,000
Metal Reinforcement - uncoated	Lbs.	1,130,000	0 50	565,000
- epoxy	Lbs.	180,000	0 70	126,000
Structural Steel	Lbs.	3,400,000	1 00	3,400,000
Pedestrian Rail	Lin. Ft.	970	40 00	38,800
Expansion Jt. - Double	Lin. Ft.	140	100 00	14,000
Removal of existing structure	—	—	All	320,000
				9,644,000
Subtotal				2,893,000
E & C (30%)				12,537,000
Total Cost				

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177

ALAN H. HERSHEY, *Director*

NOTED
E. S. HUNTER

M E M O R A N D U M

TO: Russ Abolt
Assistant City Manager

DATE: July 24, 1980

FROM: Alan H. Hershey, Director

SUBJECT: Progress Report - Marion and Center Street Bridges

This will confirm information I have given to you and the City Manager orally in the past week. All the details of this letter have been double-checked today with the State Department of Transportation.

(1) EIS is approved

The Environmental Impact Statement for the Marion and Center Street Bridges was approved last week by the Federal Highway Administration. It is now being published in multiple copies by the State. It must then be published in the Federal Register for a 30-day review period which is estimated to run from August 15 to September 15. At the close of that review period, the State may proceed to request federal funds for right-of-way acquisition.

(2) Right-of-way Acquisition

The State will proceed to acquire a block where Roberson Motors and three other commercial firms are located. State right-of-way people are already at work on the preliminaries. They estimate it will require 10-13 months to acquire this property. The property is necessary for a ramp each to the Marion from the Center Street Bridges. No construction of the bridges may proceed until right-of-way acquisition is complete and certified to the Federal government. The cost of right-of-way acquisition is estimated at $1.55 million of which $1.3 million would be Federal Highway Bridge Replacement Act funds and $250,000 would be from the State. If the 30-day review period on the EIS goes without any snags, the State should be able to obtain and obligate the $1.3 million federal funding prior to the close of the Federal fiscal year on September 30. That's awfully close timing.

The reason that the right-of-way acquisition will take up to a year is that Federal laws and regulations allow for adequate time for the businesses to relocate.

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MEMBER AGENCIES:

State of Oregon. **COUNTIES:** Marion, Polk, Yamhill. **CITIES:** Amity, Aumsville, Aurora, Carlton, Dallas, Falls City, Gates, Gervais, Grand Ronde, Idanha, Independence, Jefferson, Lafayette, McMinnville, Monmouth, Mt. Angel, Newberg, Salem, Scotts Mills, Sheridan, Silverton, Stayton, Sublimity, Willamina, Woodburn. **SPECIAL DISTRICTS:** Chemeketa Community College, Marion County Fire Defense Board, Marion County Soil and Water Conservation District, Salem Area Mass Transit District, Yamhill County Education Service District, Marion, Polk and Yamhill Soil and Water Conservation Districts, Salem-Keizer Area Transportation Study.

(3) Final Design

Also, final design may start at the end of the 30-day publishing in the Federal Register. The State staff is responsible for final design and is preparing for it now. They estimate final design will require 6 months work. This will be done concurrently with the right-of-way stage. When right-of-way acquisition is certified as clear, the final plans may be submitted to the local office of the Federal Highway Administration with the request for Federal funds for construction.

Assuming that by July, 1981 right-of-way is acquired, final design is completed and the plans and specifications are submitted to the local office of the Federal Highway Administration, funds will need to be available at the Federal level to be obligated for the full construction of both bridges. Those amounts are described below.

The construction bid process in the summer of 1981 would require 4-5 weeks. Final negotiations and signature can be completed within 2 weeks thereafter I am told. Thus, construction should be ready to proceed by August or September of 1981, if not sooner.

The State is asking authority to construct piers for the 4th lane of the Marion Bridge in the river during the right-of-way acquisition stage. If they obtain this authority, that portion of construction may start this winter.

(4) Cost Estimate

The State has prepared a current estimate of the cost of Marion and Center Street Bridge construction and right-of-way acquisition. It totals $39 million. Sources of funds would be:

$19,200,000	Highway Bridge Replacement Act	(Center St. Bridge)
$11,400,000	Interstate Transfer	(Marion St. Bridge)
$ 8,400,000	Local and State funds - match to Federal Funds	
$39,000,000	TOTAL	

You should note that the estimate shows an increase in the amount of Interstate Transfer funds required from $9,733,000 to $11.4 million. This is because the State is still making the argument to the Federal Highway Administration that about $2 million of the construction cost of Marion Street Bridge should be picked up from the Center Street Highway Replacement Act on the basis that Marion Street will serve as the detour. The Feds have agreed to $600,000 for that argument. The State is still pressing for the added cost of the 4th lane and the Federal Highway Administration has not agreed to it at this time. That issue is expected to be resolved within the next 6 weeks.

(5) Request for State Funds

Mr. Klaboe is planning to request of the State Transportation Commission for the authority to raise the necessary local match for the Marion Street Bridge above that planned and programmed by the City and County in the 1978 estimate. He is aware that that figure has grown substantially above the $1.8 million figure discussed earlier this month. His staff advised me that they understand that the City and County are requesting that the State raise the additional funds necessary as a result of inflationary costs and the requirements to match the 4th lane.

Mr. Klaboe has been informed that local officials are available in the event he would like them to testify before the Commission on this issue. However, he doesn't believe he would require this assistance. If the assistance of the Mayor and City Council and Board of Commissioners is desired, he will contact them. This morning the Commission scheduled its meeting tentatively for August 19. Two members of the Commission indicated they might have trouble meeting on that date.

You should also be aware that last week the Emergency Board authorized the State Transportation Department to sell $15 million in bonds to match Federal aid for construction. Mr. Klaboe sought this authority in order to offset declines in State revenue and local match. Bids will be open September 9. State Highway officials believe that this action plus the expected lifting of a temporary freeze by the Federal Highway Administration on Federal match should pave the way for continued timely progress on this project.

(6) Request for Federal Funds

Interstate Transfer funds are needed for Salem area projects from Congressional appropriations, Federal Fiscal Year 1982 (October 1, 1981 - September 30, 1982). When the Mayor and others meet with our Congressional representatives to seek a portion of the annual National appropriation for the Interstate Transfer, we should be specifically mentioning that we will need $13.2 million this coming Federal fiscal year. This is a little more than 1/10 of the $100 million which has been traditionally appropriated for street projects from the total Interstate Transfer. Of this $13.2 million, $1.8 million would be for Liberty-Commercial Couplet which will be ready for construction next winter, and $11.4 million, as described above, for Marion Street Bridge.

My understanding of the progress on the Liberty-Commercial Couplet is as follows:

- The EIS approved June 1979; final design and engineering being done by City forces to be completed September 1, 1980.
- Review of plans and specifications by State of Oregon will require 3 weeks in September.
- Review by the Federal Highway Administration local office will require possibly another 10 days.
- Bids, specifications and contracting should be completed by January-February, 1981. Construction would begin depending on weather.

Sources of this information are the City's Public Works Department and the Technical Services Division of ODOT.

I will keep you posted as to any changes in schedule. I have briefed the Marion County Board of Commissioners on these subjects and will furnish them copies of this memo. I understand you will forward this memo under your own cover memo to the Mayor and City Council.

AH/r
cc: Marion County Board of Commissioners
Ed Hunter, Assistant State Highway Engineer
Lou McNicoll, Public Works Director, Salem
George Grove, Public Works Director, Marion County

9291

6AP 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: July 15, 1980

In reply refer to: HRC-010

send this to
Ed Hunter.

NOTED
E. S. HUNTER

SUBJECT: FEIS/4(f) - Oregon Project BRF-TQF-47(9)
Willamette River (Center Street and Marion Street) Bridge
Willamina-Salem Highway, ORE 22
Marion and Polk Counties, Oregon
FHWA-OR-EIS-79-10-F

FROM : Assistant Regional Counsel
Region 10

TO : Mr. Roger K. Scott, Director
HED-010.5 Office of Environment and Design

We have reviewed the subject FEIS/4(f) statement and the proposed § 4(f) determination. We find the statement, including the § 6(f) concern, to be sufficient. We also find that the § 4(f) determination furnishes an adequate factual basis for the Regional Administrator to reasonably conclude that there are no feasible and prudent alternatives to the proposed use of land from Wallace Marine Park, and that there has been all possible planning to minimize harm to the Park.

Although we find that the § 4(f) determination is legally sufficient, we would point out that the determination tends to be overly conclusory. It would provide a stronger basis for the decision if more facts were set out in logical order, showing the need for the project and why the selected alternative is superior to the other options. The determination is sound when read in conjunction with the FEIS/4(f) statement, but is less convincing when it stands alone. The 4(f) statement itself does a much better job of outlining why there are no viable alternatives to the proposed project and the steps taken to minimize harm, without the need for extrinsic information.

James F. Zotter

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 10

July 1, 1980

Mr. Richard L. Knowles
Transportation Coordinator
MWCOG
220 High Street
Salem, OR 97301

NOTED
E. S. HUNTER

Dear Dick:

Per our discussion of the other day, I am enclosing a copy of the historical documentation that was necessary for obtaining Advisory Council approval of the Center/Marion Bridge project.

The documents consist of: Cultural Resources Technical Report No. 6, SHPO Letters of Review and Concurrence, Advisory Council Letters of Review and Concurrence, the Determination of Eligibility required for the Department of Interior, and portions of the EIS itself on Historical Resources.

This documentation and the sequence in which they were processed are all covered in the ACHP regulations I previously sent to you. These documents should serve as good guidelines for your staff where items of potential historic interest are impacted by the Salem transfer projects.

Please let me know if you have any questions, or desire to meet to discuss this process.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:ct

Attachments

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Form 734-3122

1981 Will. R. (Marion St.) Br. 9291
Sec. of the Will.-Salem Hwy. (Gr.,
pav., struc., sign., illum. & sig.) #3

For Center Street Bridge
replacement See: CON 19-1 -
Willamette River - Sp. 181

No. 2-152-5E
EUGENE, MIN-LOS ANGELES
LOGAN, OH - MORRISON, TX U.S.A.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FHWA-OR-EIS-79-10-F

WILLAMETTE RIVER (CENTER STREET and MARION STREET) BRIDGES
WILLAMINA-SALEM HIGHWAY (ORE 22)
MARION and POLK COUNTIES, OREGON

Project IX-47(7)

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT
and
SECTION 4(f) STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Sumitted pursuant to 42 U.S.C. 4332 (2)(c), 23 U.S.C. 128(a), 49 U.S.C. 1653(f) and 16 U.S.C. 470 (f).

THIS ACTION COMPLIES WITH EXECUTIVE ORDER 11990, PROTECTION OF WETLANDS.

5-30-80
Date

E.J. Kuentz
Assistant State Highway Engineer

7-15-80
Date

Roger K. Scott
Federal Highway Administration Official

WILLAMETTE RIVER
(CENTER and MARION STREET, SALEM)
BRIDGES

WILLAMINA - SALEM HIGHWAY, ORE 22

MARION AND POLK COUNTIES, OREGON

FINAL
ENVIRONMENTAL
IMPACT STATEMENT
and
SECTION 4(f) STATEMENT

WILLAMETTE RIVER BRIDGES FEIS
NOTE TO REVIEWERS

Reviewers of the DEIS were informed that traffic estimates used in that document might require upward revisions and appropriate updates in the FEIS. These changes were anticipated because of the Salem Area Comprehensive Plan and the Salem Urban Growth Management Program that led to revisions in the population and employment levels used in the original traffic study. It was assumed that traffic volumes in the project study area would increase because the revised Urban Area population level was slightly higher than originally used, (212,600 versus 197,000), and that the increase in the project area would be greater proportionately because of the policy emphasis in the Urban Growth Management Program which emphasizes growth in West Salem and Northeast Salem in the period 1980-1990.

Subsequent to release of the DEIS, the revised population and employment assignments have been given traffic data equivalents and a new computer test model developed. Expectedly, traffic volumes in some areas have increased significantly. In some areas, particularly intersections of principal existing and planned facilities, traffic volumes are greater than may be reasonably expected given the existing and planned transportation facilities. This is to be expected, and indicates a need to adjust population and employment in certain traffic zones and to adjust the computer simulation model.

It has been decided that attempting to resolve these issues prior to release of the FEIS is not prudent. It is believed that the original analysis provides a reasonable estimate of future traffic conditions given the transportation system that is planned. This conclusion is based on the following:

1. In accordance with Oregon land use planning laws, the comprehensive plan for the Salem Urban Area was submitted to the State Land Conservation and Development Commission for acknowledgement at the end of September, 1979. In March, 1980, the plan was found not to be in conformance with several of the statewide land use goals, and was returned to the local jurisdictions for revisions. It is expected to be resubmitted in August of 1980. Further revisions in population and employment may be forthcoming, but not for 6 to 8 months. The data in the draft was developed for a Year 2000 urban area population of 197,000, while the new forecast data would use a population estimate of about 212,600. The impact of the LCDC review, if any, may not be known for some time.

2. Since circulating the draft EIS and holding the public hearing, Alternative 3, which calls for two 4-lane bridges, has been selected for advancement. Alternative 3 is the only alternative that satisfies project goals. Traffic predictions favor the selected alternative, or even greater traffic capacity than is possible with the proposed two 4-lane bridges. No predictions point to reduced capacity needs.

3. If growth is to occur in West Salem as planned, there will be a need for:

a. A substantial increase in use of transit, carpooling, bicycling and walking and perhaps the introduction of peak-hour shuttle systems between downtown Salem and West Salem.
b. Reduction of traffic constraints in downtown Salem.
c. More attractors (employment, shopping, entertainment, schools) west of the river, or
d. A third bridge linking West Salem with Salem proper, or
e. Some combination of several of these factors.

For these reasons it is concluded that delaying the Final Environmental Impact Statement to obtain new traffic estimates is not warranted.

PREFACE

Since the draft EIS was released on November 16, 1979, a number of additional developments have influenced the proposed project. The public hearing was held at the Salem City Hall on December 18, 1979. The Front Street Bypass, a closely related project, was let for contract in December and construction started in March, 1980. As noted on the previous page, also in March, the State Department of Land Conservation and Development failed to acknowledge the proposed comprehensive plan for the Salem Urban Area. The plan, which apparently failed to satisfy several statewide planning goals and guidelines, was returned to local jurisdictions for revision. This may have ramifications for area transportation plans, urban growth management schemes, and the assignments of population and traffic in the urban area.

Meanwhile, Alternative 3, two 4-lane bridges, was selected as the proposed alternative. This selection was based upon traffic, engineering, and environmental considerations, input from the public hearing, and the EIS review process.

The draft EIS has been updated and revised into this final EIS. While most of the document appears as it did in the draft, several additions and revisions have been made. In addition to a new "Selected Alternative" subsection, and a Wetlands section, five appendices have been added, including units on the public hearing, an air quality SIP consistency letter, agency comments and responses, and agency DEIS review letters. A Section 4(f) Statement, dealing with unavoidable park impacts, has been prepared and is being circulated with the FEIS; it is attached to this document. The Cultural Resources section has been revised considerably, and several changes have been made in the Energy, Land Use and Planning, Noise and Air Quality sections. Selected minor additional changes have been made throughout the text.

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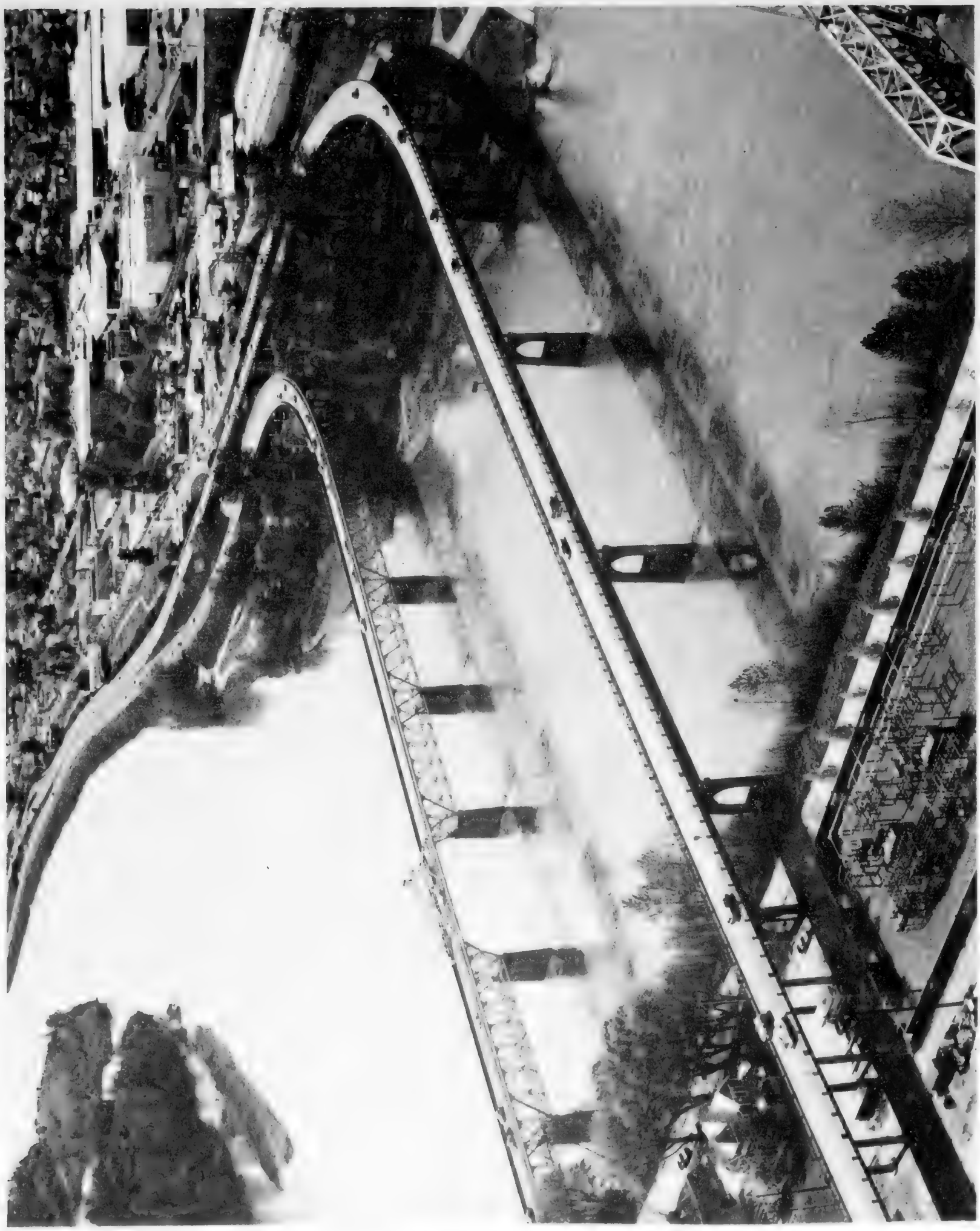
2	Energy
3	Geology
4	Water Quality
5	Biology
6	Cultural Resources
7	Recreation Resources
8	Sociology
9	Economics & Right-of-Way
10	Land Use and Planning
11	Air Quality
12	Noise

---

*The Environmental Impact Statement (EIS), in addition to satisfying a variety of specific legal requirements, is in effect a summary volume. It summarizes and synthesizes project engineering studies and a number of technical interdisciplinary studies, such as those listed above.

The full technical reports are more lengthy and detailed than their comparable sections in the EIS. In addition to substantive findings, these reports discuss methodology, offer selective bibliographies, and cite or acknowledge sources of data. The reports are available upon request.

FIGURE A



Center Street Bridge (left) and Marion Street Bridge (right) across Mill Creek to West Salem industrial area and ORE 22

FIGURE B

SUMMARY

of

FINAL ENVIRONMENTAL IMPACT STATEMENT

for

Willamette River (Center & Marion Street) Bridges
Willamina-Salem Highway No. 30 -- ORE 22
Marion and Polk Counties, Oregon

1. Federal Highway Administration
Administrative Action Environmental Statement

( ) Draft (X) Final
(X) Section 4(f) Statement attached

2. The following individuals may be contacted for further information concerning the subject proposal and the contents of this environmental statement:

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Federal Highway Administration
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Ore. Dept. of Transportation
Salem, Oregon 97310
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Project Management Section
Ore. Dept. of Transportation
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3. Project Background

The proposed project is to replace the Center Street Bridge with a new, wider structure and to widen the Marion Street Bridge. This project is needed because the existing Center Street Bridge, which dates from 1917, is structurally inadequate for modern traffic loads and volumes.

The Marion Street Bridge, which was built in 1952, is structurally sound but it has inadequate capacity for present and projected traffic volumes. Also, the narrow decks, lack of shoulders, and incomplete separation of bicycle-pedestrian facilities from the travel lanes create a safety hazard on both structures. Both bridges now have 2 lanes; the proposed bridges would have 4 lanes.

Other features proposed by the project include: two new bridge ramps on the east side connecting to Front Street; modifications to the existing Front Street ramp; changes in the Center Street, Marion Street, Wallace Road/Edgewater Street, and Wallace Road/ORE 22 ramps; a two-way, 10-foot wide pedestrian/bikepath on Center Street Bridge; and a pedestrian overcrossing of Front Street.

4. Alternatives:

Selected Alternative:

Alternative 3: Two 4-lane bridges (52 or 56' wide)

Alternatives Considered in DEIS:

Alternative 1: No-Build.

Alternative 2: Three-lane Marion Street Bridge (38' wide), and four-lane Center Street Bridge (52 or 56' wide).

Alternative 3: Two 4-lane bridges (52 or 56' wide).

Previously Rejected:

Several other alternatives were investigated but rejected; they are described in the Alternatives section.

5. Environmental Impacts

All project alternatives have impacts. For comparative purposes it is easier to contrast no-build with the two build alternatives. Here the greatest contrasts are to be found. Between the two build alternatives, differences are more a matter of degree, quantity, or timing.

Examining the two build alternatives, another distinction becomes obvious: the difference between short-term, construction-related primary impacts (which are mostly immediate physical impacts) and longer-term, post-construction, secondary impacts (chiefly relating to increased development potential and accelerated land use conversion).

The following table summarizes and compares impacts for each factor and alternative:

TABLE 1

IMPACT SUMMARY

Discipline/Factor	Alternative 1 (No-Build)	Alternatives 2 and 3 (Widen and/or Replace Bridges)
TRAFFIC	No immediate change but ongoing gradual worsening of peak-hour congestion and levels of service.	CONSTRUCTION: traffic delays and inconvenience, potential out-of-direction travel. LONG-TERM: improved capacity and levels of service; ADT handled adequately through 1990 with Alt. 2 and 2000 with Alt. 3.
Pedestrians and Bicyclists	No change. Existing facilities are inadequate.	CONSTRUCTION: Alt. 2 would put bike/pedestrian traffic on Marion St. Br. during const. of Center St. Br. and on Center St. Br. during widening of Marion St. Br. Alt. 3 would put all ped./bike travel on Marion St. Br. LONG-TERM: both alternatives have 10-foot bike/pedestrian path on Center St. Br. Alt. 3 keeps existing Marion St. Br. facility.
Safety	Gradual worsening.	CONSTRUCTION: safety in project vicinity to receive high priority. LONG-TERM: wider facility and greater separation of conflicting uses expected to improve safety.
Transit	Greater incentive to use transit but transit operating under difficult conditions.	Transit has improved operating conditions but some incentive for use is lost.
ENERGY	No change, 221×10^9 BTU's annual energy consumption.	CONSTRUCTION: build alternatives would use 640×10^9 BTU's for construction, a one-time use. LONG-TERM: annual operations use would equal 197×10^9 BTU's.

x

TABLE 1 - continued

IMPACT SUMMARY

Discipline/Factor	Alternative 1 (No-Build)	Alternatives 2 and 3 (Widen and/or Replace Bridges)
GEOLOGY Soils	No change.	Negligible alteration except for piers and abutments.
Materials	No change.	Approximately 45,000 cu.yds. of all materials moved by Alt. 2, and 57,500 cu.yds. by Alt. 3; includes 10,000 cu.yds. riprap by Alt. 2 and 18,000 cu.yds. riprap by Alt. 3.
Natural Hazards	No change.	Additional 1.3-acre encroachment into 100-year floodplain.
WATER QUALITY Turbidity and Sedimentation	Not applicable.	CONSTRUCTION: turbidity and sedimentation resulting from in-stream work: 4-5 new piers with Alt. 2, 8-9 new piers with Alt. 3, removal of 5 existing piers with both alternatives.
Aquatic Habitat	No change.	CONSTRUCTION: Minor disturbance and slightly reduced stream productivity, hence adverse fishery impacts.
Navigational Clearance	No change.	Both alternatives would lower Center St. Br. as much as 8 feet; requires permit revision.
Wetlands	No change.	Both alternatives would remove a minor amount (0.02 acre) of wetlands.
BIOLOGY	No change.	CONSTRUCTION: 4.5 acres of land would be affected by construction activities, 58% of this land has some wildlife value. LONG-TERM: a loss of 1.8 acres of habitat would occur.

TABLE 1 - continued

IMPACT SUMMARY

Discipline/Factor	Alternative 1 (No-Build)	Alternatives 2 and 3 (Widen and/or Replace Bridges)
CULTURAL RESOURCES Historic Properties	Ongoing traffic increases with resulting gradual worsening of air quality and noise on two historic properties.	CONSTRUCTION: Both alternatives would have minor non-adverse impacts on two properties eligible for the National Register of Historic Places Marion Square Park and the Gilbert House; impacts are proximity related: changes in traffic patterns and volumes, noise and air, and visual setting. LONG-TERM: traffic patterns, visual setting, and noise would change, predicted noise increases would range from 0-4 dBA.
Archaeology	No Change.	No archaeological survey deemed necessary by the State Historic Preservation Office.
RECREATION RESOURCES	Deteriorating accessibility, increasing noise.	CONSTRUCTION: Both alternatives would have minor impacts on Edgewater and Marion Square Parks: traffic, noise and vibration, air quality and dust, distractions; and moderate impacts on Wallace Marine Park: temporary easements, limited clearing and grubbing of vegetation; some temporary closures, alteration of access and circulation, slight decline in air quality (CO, TSP) and increase in noise; requires 4(f)/6(f) Statement. LONG-TERM: no lasting impact on Edgewater and Marion Square Parks except for noise increase of 0-2 dBA and 0-4 dBA, respectively; greater impact

TABLE 1 - continued

IMPACT SUMMARY

Discipline/Factor	Alternative 1 (No-Build)	Alternatives 2 and 3 (Widen and/or Replace Bridges)
		on Wallace Marine Park: loss of 0.38-acre right-of-way with Alt. 2 and 0.6 acre with Alt. 3 (will be mitigated), loss of air space in OSHD/City leased park parcel, increase in noise of 0-2 dBA. Positive impact of assisting City in implementing approved park master plan to mutual benefit of OSHD and City.
SOCIOLOGY Population and Housing	Continued growth, in West Salem, but at decreasing rate.	LONG TERM: growth would accelerate, especially with Alt. 3.
Emergency Services	Increasing difficulty in providing prompt/reliable service.	Improved accessibility and quicker response time.
Accessibility	Decreasing accessibility for all cross-river trips and destinations.	Improved access to 1990 for Alt. 2 and to 2000 for Alt. 3.
ECONOMICS	Disincentive for economic growth, weakens bonds of West Salem with remainder of City.	CONSTRUCTION: may retard business activity in corridor during const. (due to traffic and access impacts). LONG-TERM: will encourage economic growth; should increase West Salem dependence upon rest of city in intermediate future with some decrease in more distant future as some economic thresholds are reached in West Salem.
Right-of-Way	Not applicable.	Alternative 2 requires 1.7 acres, Alt. 3 requires 2.09 acres; both alternatives would require the 4 parcels and 3 businesses comprising the western half of Block 51.

TABLE 1 - continued

IMPACT SUMMARY

Discipline/Factor	Alternative 1 (No-Build)	Alternatives 2 and 3 (Widen and/or Replace Bridges)
LAND USE AND PLANNING	Inconsistent: area comp. plans, development plans and transportation plans anticipated improved bridge capacity; could slow rate of land use conversion in West Salem.	Consistent: project area planning assumes greater bridge capacity; build alternatives would facilitate accelerated land use conversion but change is controlled by local government land use provisions; generally consistent with statewide goals.
Aesthetics	No change.	CONSTRUCTION: short-term degradation of aesthetics in project area through clearing and grubbing, stockpiling debris accumulation, etc. LONG-TERM: restoration and/or upgrading of land use and visual amenities in project vicinity.
AIR QUALITY	SIP consistency for CO attainment would not be met by 1983, consistency for O_3 attainment would be met by 1983.	CONSTRUCTION: additional fumes and dust of construction activity, possible violation of 24-hour TSP standard and CO standard in project area with detour under Alt. 3 LONG-TERM: attainment of both CO and O_3 SIP goals would be met in 1983.
NOISE	Most noise levels at sensitive receptors are at or soon would exceed federal guidelines for park use; they approach residential guidelines.	CONSTRUCTION: heavy equipment, pile driving, pier removal and other activities would create temporary high noise levels on project site; hours restricted where practicable.

TABLE 1 - continued

IMPACT SUMMARY

Discipline/Factor	Alternative 1 (No-Build)	Alternatives 2 and 3 (Widen and/or Replace Bridges)
NOISE (cont'd)		LONG-TERM: noise levels equal or exceed federal guidelines for parks and residences; excess levels typically exceed guidelines by 2 dBA but, in conjunction with Front Street Bypass, one location would be 4 dBA high; mitigation is judged to be infeasible or impractical.

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6. Agencies and organizations receiving copies of the Draft Statement:

Federal Agencies

Department of Energy
Department of Agriculture - Soil Conservation Service
Department of Housing and Urban Development
Department of the Interior
Federal Aviation Administration
Corps of Engineers
Environmental Protection Agency
National Marine Fisheries Service (Portland)
U.S. Coast Guard
U.S. Department of Commerce (Washington, D.C.)
Heritage Conservation and Recreation Service (Seattle)
Advisory Council on Historic Preservation

State Agencies

Department of Agriculture
Department of Economic Development
Department of Energy
Department of Environmental Quality
Department of Fish and Wildlife
Department of Forestry
Department of Geology and Mineral Industries
Department of Land Conservation and Development

Department of Water Resources
Division of State Lands
Soil and Water Conservation Commission
State Historic Preservation Office
State Library
State Parks Branch

Others

Oregon Environmental Council
Environmental Studies Center, University of Oregon
Salem City Council
Marion County Commissioners
Polk County Commissioners
Salem Planning Department
Salem Public Works Department
Polk County Sheriff
Marion County Sheriff
Salem Public Library
School District 24J
Salem Electric
Salem Police Department
Salem Fire Department
Portland General Electric Company
Pacific Northwest Bell
Regional Park and Recreation Agency
Mid-Willamette Valley Council of Governments

7. The Draft Environmental Impact Statement was made available to the Environmental Protection Agency and the Public on November 16, 1979.

While FHWA is the lead agency, the U.S. Coast Guard has had continuing input to the preparation of this Final Environmental Impact Statement.

PROJECT DEVELOPMENT AND DESCRIPTION

Introduction

Project Setting

The proposed project would improve the Center and Marion Street Bridges in Salem, Oregon. These bridges carry the Willamina-Salem Highway, part of ORE 22, over the Willamette River. ORE 22, which connects the Cascades with Salem and the Oregon Coast, is a primary state highway.

The bridges are also the major river crossing in the Mid-Willamette Valley. This region is comprised of Marion and Polk Counties and has a population of 232,000.* The nearest alternative crossings are a two-lane bridge at Independence, twelve miles to the south, and the Wheatland Ferry, about twelve miles to the north. A two-lane bridge near Newberg, about thirty miles away, is the nearest bridge to the north.

In Salem, the state capital and Oregon's third largest city, the bridges are on the major east-west couplet. Of Salem's 90,000 population, approximately 82,000 live east of the river in Marion County and 8,000 live west of the river in Polk County.* The bridges, then, serve as a vital link connecting West Salem, predominantly a bedroom community, with Salem proper, the regional employment and shopping center (see Figures 1 and 2).

Project Purpose

The Center Street Bridge would be replaced. The replacement structure would have adequate capacity and suitable design to handle traffic crossing demands by regional and local traffic for a period of approximately 20 years. Meanwhile, the Marion Street Bridge would be widened to better handle present traffic and to provide greater capacity for projected traffic increases.

Other features are proposed. Ramps would be reconnected, added or widened to provide better connections between the bridges and Wallace Road, Front Street, Center Street and Marion Street. A new two-way bicycle-pedestrian facility is proposed as part of the new Center Street Bridge. And a pedestrian overcrossing of Front Street is also being investigated. All of these measures will improve the safety and mobility of pedestrians and vehicular traffic.

Existing Facilities and Project Need

Center Street Bridge

The existing bridge has two lanes for one-way traffic, eastbound. It is 24 feet wide and 2,184 feet long. It stands about 100 feet above the streambed, and it provides approximately 68 feet of clearance for navigation. It also has a one-way, five-foot wide bikepath.

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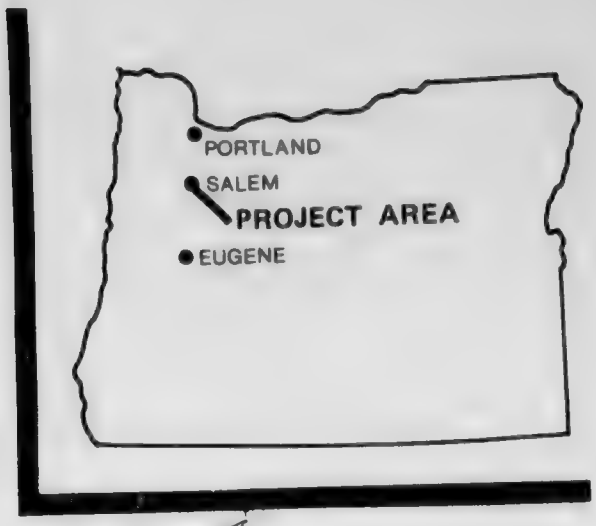
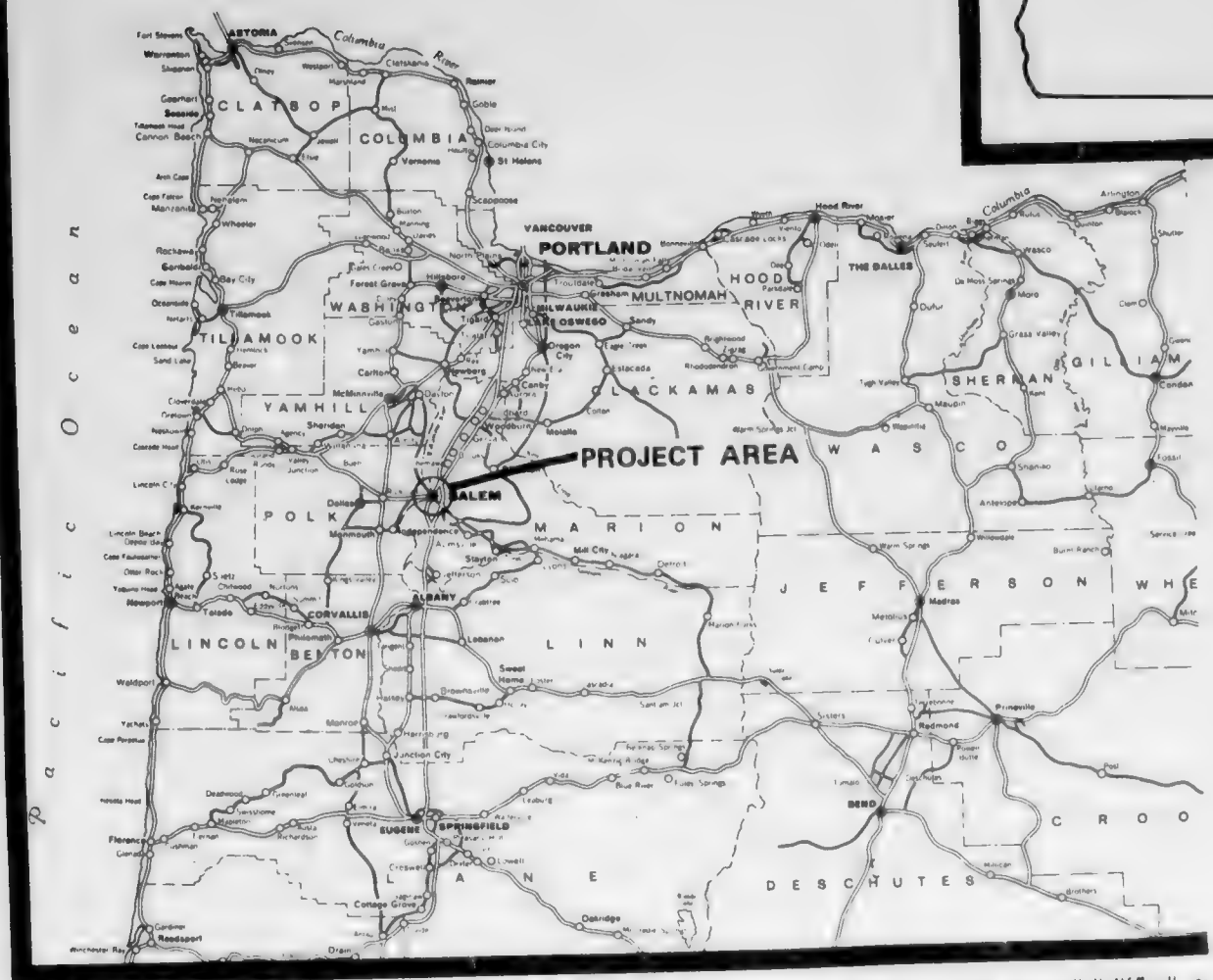
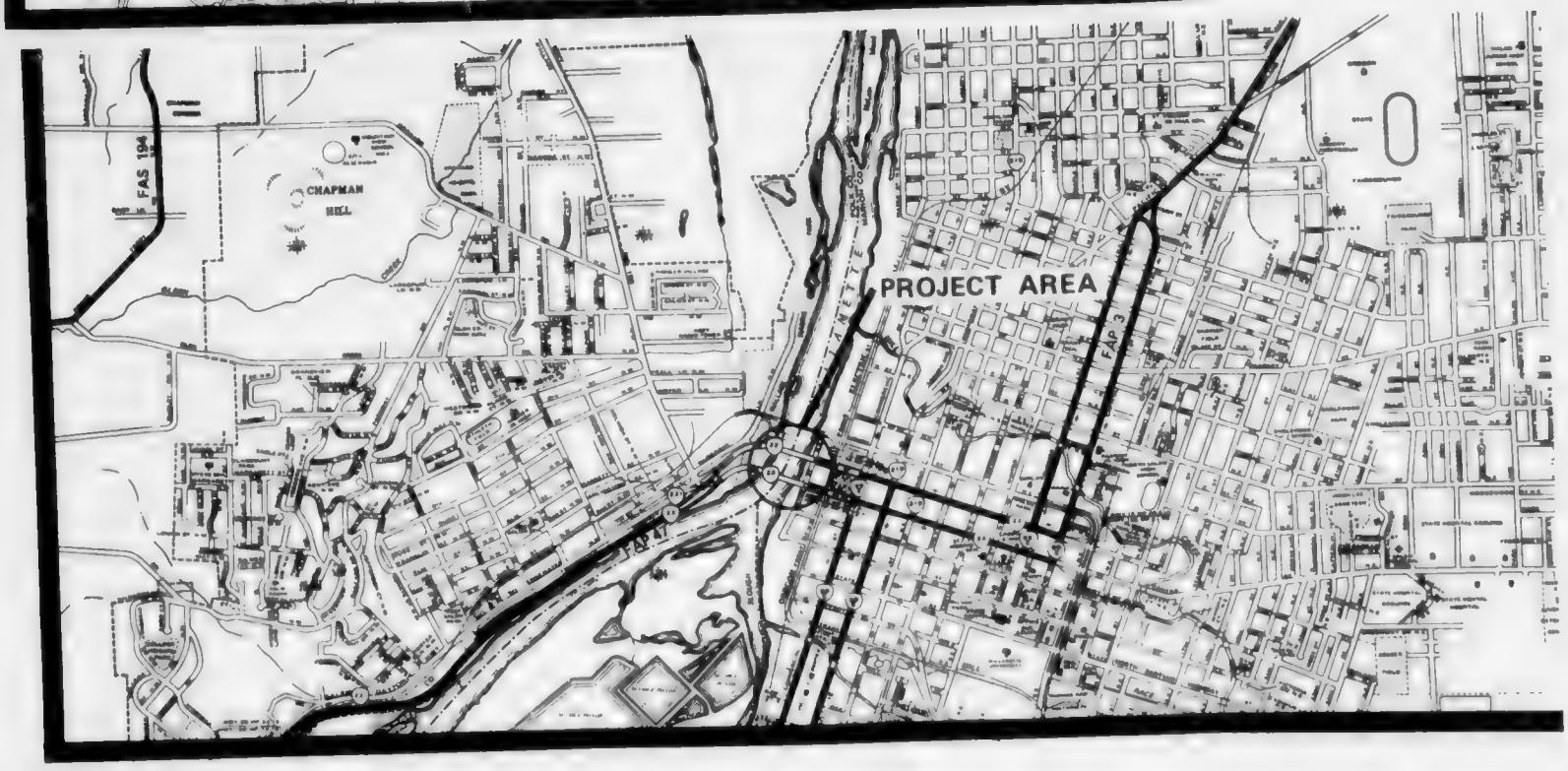
*Estimated populations as of July 1, 1978; Center for Population Research and Census, Portland State University.

FIGURE 1
VICINITY MAP







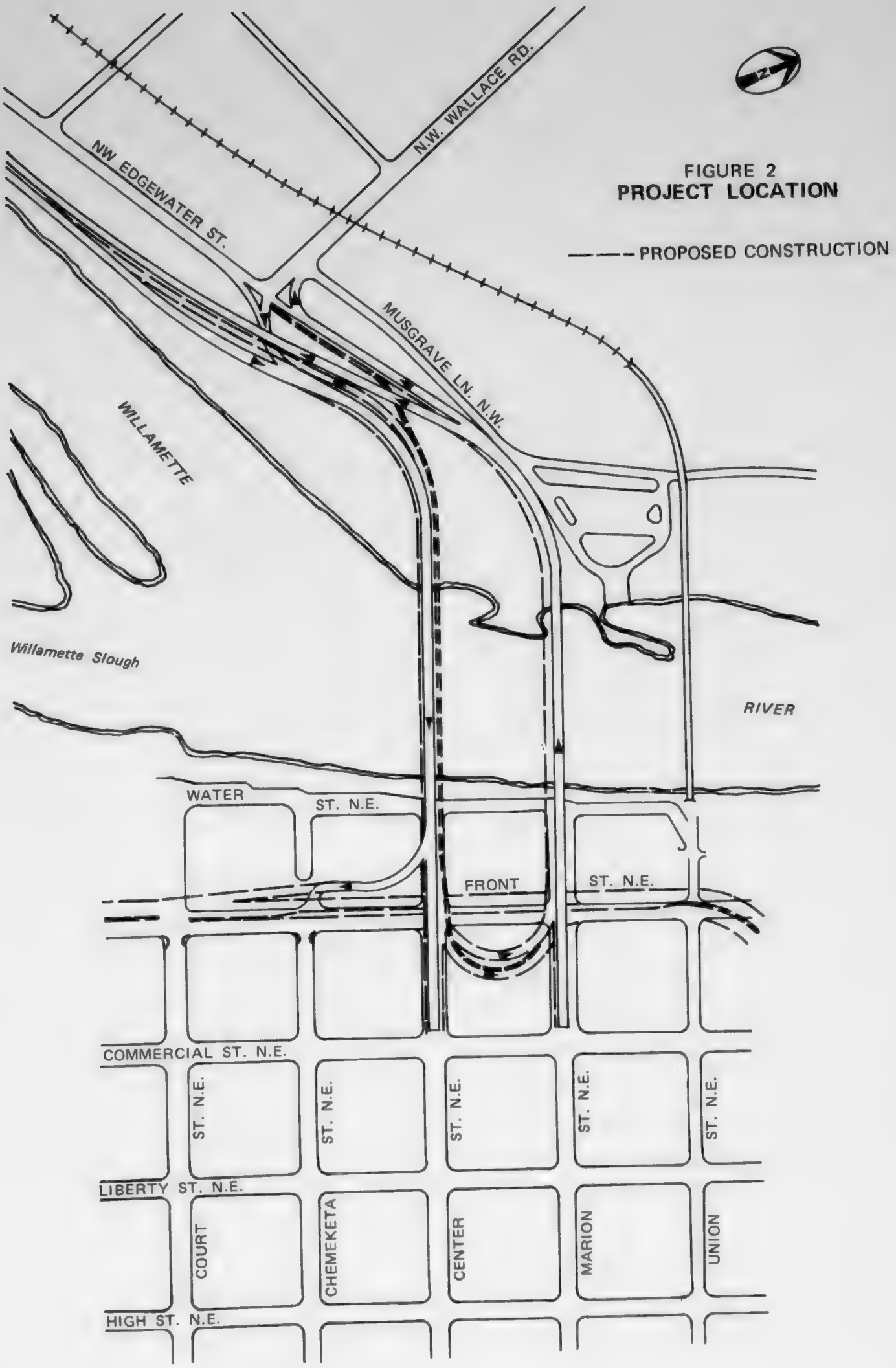


FIGURE 2
PROJECT LOCATION

——— PROPOSED CONSTRUCTION

The Center Street Bridge has footings and piers constructed in 1917-1918, supporting a deck reconstructed in 1927. The deck underwent substantial modification in 1952-1953, and new guardrail was added in 1974-1975. In 1977 a southbound off-ramp was added to Front Street.

Due to its age, the Center Street Bridge requires substantial annual inspection and maintenance, at a cost in excess of $25,000. It has been repaired several times over the years, and now is outdated. Its original design was not intended to take present loadings and vehicular weights.

Furthermore, the bridge is now serving higher volumes of traffic than ever before, and these volumes are expected to increase substantially in the next twenty years. Today 24,000 trips are made over each bridge on the average weekday (AWD). Planning figures available through summer, 1979, forecast 45,000 AWD for each bridge by year 2000. That figure cannot be met by the existing structure, which has a capacity around 30,000 AWD.

The present structure also has a structural arch above the deck on the central span. This feature precludes widening since the arch would have to remain between existing lanes and any added lane(s). In 1978 special federal bridge replacement funds were made potentially available for replacement of the Center Street Bridge, a further acknowledgement of the need to replace this bridge.

Marion Street Bridge

The Marion Street Bridge has two lanes for one-way traffic westbound. It is 26 feet wide and 2,393 feet long. It stands 108 feet above the streambed, and it provides about 68 feet for navigational clearance. It also has a five-foot one-way bikepath/sidewalk.

The Marion Street Bridge was constructed in 1952-53; it has no pressing maintenance problems and has no current load restrictions. It is a sound bridge with ample remaining service life. This bridge also has no structural arch span. Its steel deck girder construction allows an additional lane to be added to the existing structure by merely widening both sides of the deck, so that a total of three lanes can be accommodated. The City of Salem has already committed Interstate 305 transfer monies to this purpose.

Like the Center Street Bridge, Marion Street Bridge has a present volume of 24,000 AWD and a capacity on the order of 30,000 AWD. It too is projected to face a demand for 45,000 crossings by the year 2000. These crossing projections are based upon 20-Year population growth rates and land use changes forecast for West Salem as of summer, 1979. A three-lane bridge would not adequately serve traffic demand beyond 1990, however, and a four-lane bridge would be needed to serve year 2000 traffic. The present Marion Street Bridge could function as half of such a bridge.

Common Features

With new four-lane bridges, and with the completion of the recently contracted six-lane Front Street Bypass project, new ramps would be constructed as part of the bridge replacement and widening. These ramps have long been anticipated in area transportation plans. A new ramp would take Center

Street Bridge traffic onto Front Street, northbound. Another ramp would take northbound Front Street traffic onto Marion Street Bridge. A second lane would enter the Center Street Bridge from Wallace Road; and a third lane would enter the Marion Street Bridge from Marion Street.

It should be noted that the issue of bridge capacities is more complex than totaling the number of crossings. Actually, it is not the bridges per se but the capacity limitations of the abutting signalized intersections (Center-Commercial, Marion-Commercial, Marion-Liberty, Wallace-Edgewater, etc.) which control the volumes and levels of service on the bridges. Additional lanes on the bridges do add greater capacity, but they also permit additional connections at the bridge ends. This will permit greater access to and egress from the bridges themselves. Volumes and levels of service will be discussed at greater length in the Traffic section of this document.

Alternatives

Selected Alternative

Since releasing the Draft Environmental Impact Statement in November and holding the public hearing in December, 1979, Alternative 3--two 4-lane bridges--has been selected for implementation. Several considerations favor Alternative 3:

1. It allows the maximum future growth west of the river in accordance with comprehensive and transportation plans.

2. It provides adequate capacity and traffic service for anticipated future traffic volumes.

3. It provides for the needs of both local and regional traffic.

4. It provides the greatest width, separation of facilities, and number of facilities, thereby enhancing safety.

5. It has environmental impacts essentially comparable to Alternative 2.

6. It has the approval of the Citizen's Advisory Committee, the West Salem Community Council, the City of Salem, Polk County, and the clear majority of the public hearing participants (see also Public Hearing Summary).

History of Alternative Development

The earliest bridge over the Willamette in the Salem area was a wooden structure built in 1886. It was washed out and replaced by another bridge in 1891. Then in 1917-1918 the Center Street Bridge was constructed with a wooden deck, which was replaced in 1927. In 1952-1953 the Marion Street Bridge was constructed, the Center Street Bridge was overhauled, and the one-way couplet was initiated. In 1977 the Center Street Bridge-Front Street southbound ramp was added. This completed the system as it now exists.

A brief chronology of some of the important steps and studies which led up to the formulation of alternatives follows:

1947 Long-Range Planning Commission of Salem Chamber of Commerce inaugurated.

1957 City of Salem, Marion County, Polk County, and School District 24-J join together and form Mid-Willamette Valley Planning Council (MWVPC).

1960 Oregon State Highway Department (OSHD) asked to consider comprehensive transportation study of Salem area. Officials of City of Salem, Marion and Polk Counties, MWVPC, OSHD, and Federal Bureau of Public Roads agree to undertake study.

1961 Agreement signed to begin Salem Area Transportation Study (SATS).

1968 SATS plan approved by member agencies.

1971 Central Salem Development Plan (CSDP) completed; envisions Front Street Bypass, Willamette River Bridge Ramps, and Pringle Creek Parkway.

1973 Salem Area Comprehensive Plan.

1973 Salem Bridge Location Report prepared by TAC, a subcommittee of SATS.

1974 Third Bridge Study; OSHD with consulting firm Howard, Needles, Tammen and Bergendoff (HNTB) and subcontractors.

1974 The 1982 Salem Area Transportation Plan adopted.

1977 Year 2000 Transportation Plan adopted.

1979 Salem Area Comprehensive Plan revised in October.

Alternatives Rejected prior to Draft EIS

Third Bridge in New Corridor. In 1974 OSHD thoroughly studied the concept of a third bridge in a new location. The study produced a preliminary report which examined six separate corridors for a new river crossing, plus no-build or doing nothing. South of the existing Marion/Center Street corridor, the corridors investigated were: Cross Street, Mission Street and Pringle Creek. To the north they were: Union/Division, Market Street and Pine Street. Within each of these corridors various subalternatives were analyzed both with and without the Salem Freeway Spur (I-305), which was then still proposed in the transportation system.

The detailed study revealed that no new crossing alternative was satisfactory. Each had its trade-offs. All had extensive impacts and costs and all would have affected parks and institutions; some, such as Mission

Street, substantially so. No alternative emerged as a majority choice. Estimated costs for a new corridor also proved far in excess of available funds. Hence, the proposal for building a new bridge in a new corridor was abandoned, and no environmental impact statement was circulated.

In March 1978, the City of Salem committed $4,670,000 of I-305 transfer funds to adding a third lane onto Marion Street Bridge and to the bridge ramps. Voters had previously approved a bond levy to match money available under the transfer funds. Several priority projects including the Marion Street Bridge widening were identified to receive these funds. In August 1978, discretionary funds to replace the Center Street Bridge were made available as part of a special bridge replacement portion of the 1978 Surface Transportation Act. These two events created new interest in alternative approaches to increasing bridge capacities and effectiveness.

Two 2-Way Bridges. One alternative considered was the concept of a pair of two-way bridges. Under this concept Center Street Bridge would be widened to four lanes, two in each direction, serving ORE 22 traffic to Dallas and beyond. Marion Street Bridge would have three or four lanes serving West Salem. With a three-lane structure, the outside lanes would serve each direction while the center lane would change directionally to serve rush hour traffic peaks: inbound mornings and outbound afternoons.

Though this alternative has advantages, chiefly in removing the majority of weaving problems on the bridges, it would not function satisfactorily in terms of levels of service and overall capacity. As mentioned previously, the signalized intersections at the ends of the bridges control bridge access and egress; thus they largely control bridge capacity. With the existing one-way grid in Salem, the signals only control two basic movements so they are able to advance a maximum volume of traffic. With two-way traffic, the signals would have to regulate a full range of traffic options. Operations would become complex, efficiency would be reduced, levels of service would deteriorate, and capacity would decrease.

Wide 2-Way Single Bridge. The final alternative evaluated and discarded was an eight-lane bridge between the present bridges. This bridge would have permitted four lanes of traffic to move in each direction and it would have replaced the Center Street Bridge. Since the Marion Street Bridge is both sound and serviceable, it would have remained to provide additional crossing capacity. Though the additional capacity would not be needed for normal traffic, it could have served bicycle/pedestrian traffic, exclusive transit lanes, or emergency services.

Several things are wrong with this alternative. Its cost would be excessive. It would provide excess capacity and make relatively little use of Marion Street Bridge. It would create difficult problems in joining into the existing street networks on both ends--further complicating the already busy Marion/Commercial intersection by adding another traffic movement. Finally, more parkland and private land would have been needed than for other alternatives, and greater river disturbance would have resulted.

Alternatives Advanced in Draft EIS

Three alternatives were advanced for consideration in this study:

Alternative 1 - No-Build

Alternative 2 - 3-lane Marion Street Bridge (38 feet between curbs)
4-lane Center Street Bridge (52 or 56 feet between curbs)*

Alternative 3 - 4-lane Marion Street Bridge (52 or 56 feet between curbs)*
(Selected) 4-lane Center Street Bridge (52 or 56 feet between curbs)*

Alternative 1. This would leave the existing bridge situation as it is, but it would permit ongoing bridge inspection and maintenance. It would also permit repairs on any bridge damage such as might result from accidents or pier scouring.

Alternative 2. This would widen the Marion Street Bridge to 3 lanes (38 feet), and it would replace the present Center Street Bridge with a new 4-lane structure (52 or 56 feet).

As indicated previously, both sides of the existing Marion Street Bridge would be widened, one at a time. Traffic would be confined to the south side as much as possible while maintaining two lanes. Then the outer eight feet of structure on the north side (downstream) would be removed: handrail, sidewalk, and overhang. These features would be replaced by more substantial girders and overhangs about ten feet wide (See Figure 3). Next the two lanes of traffic would be confined to the north side of the structure while the process is repeated on the south. When finished, three travel lanes would replace the present two lanes and sidewalks.

The Center Street Bridge would be replaced with a new structure. Construction would be staged. The existing structure would be kept open while a new 2-lane bridge is built alongside. When the new structure is completed, traffic would be transferred to it and the old bridge would be taken out. Another new 2-lane bridge would then be built in place of the old one. The two new bridges would subsequently be joined into a 4-lane unit (see Figure 3).

While work on the superstructure would be staged, most pier work for both segments could be done simultaneously. This is possible because the new piers, in addition to being larger in size and fewer in number, would be in new locations.

Alternative 3 (Selected). This proposal will widen the Marion Street Bridge to 4 lanes (52 or 56 feet between curbs), and replace the Center Street Bridge with a new 4-lane structure (52 or 56 feet wide). Actually, a 52-foot-wide structure is considered to be a "standard" 3-lane bridge under current design standards (striped for three 12-foot lanes with 10-foot shoulder, right, 6-foot shoulder, left). However, a 52-foot structure would also

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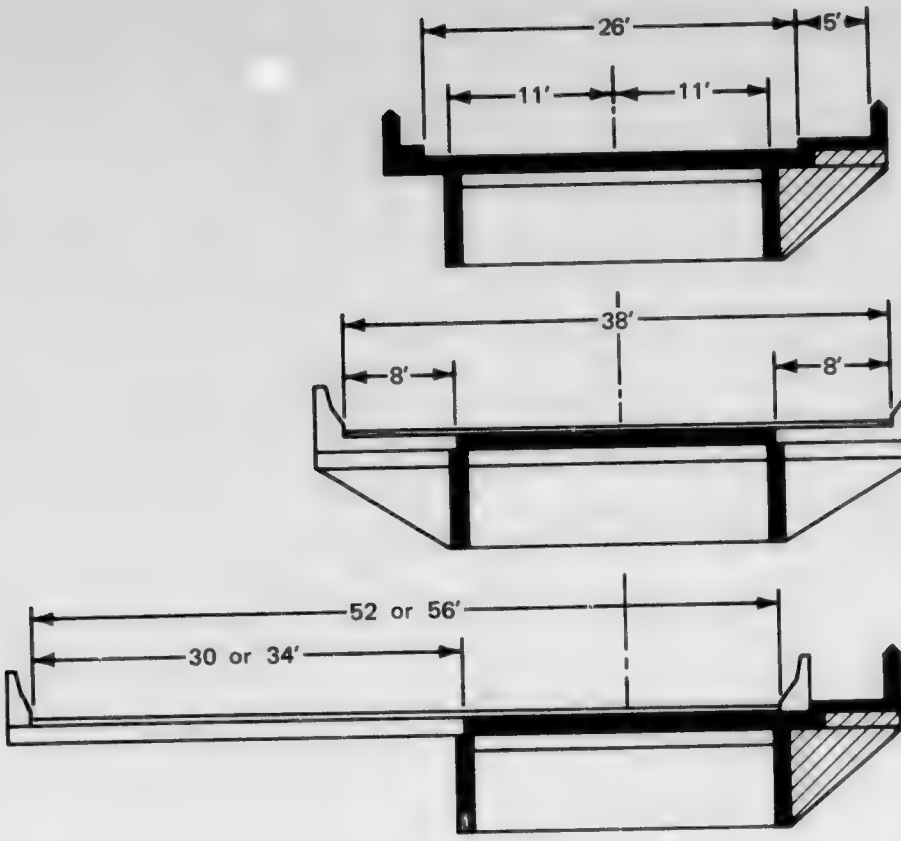
*A Structure designed to carry 4 lanes of traffic may be 52 or 56 feet wide depending upon desirable shoulder widths.

FIGURE 3
PROPOSED TYPICAL SECTION
(View In Direction Of Traffic)

MARION STREET BRIDGE
WEST BOUND

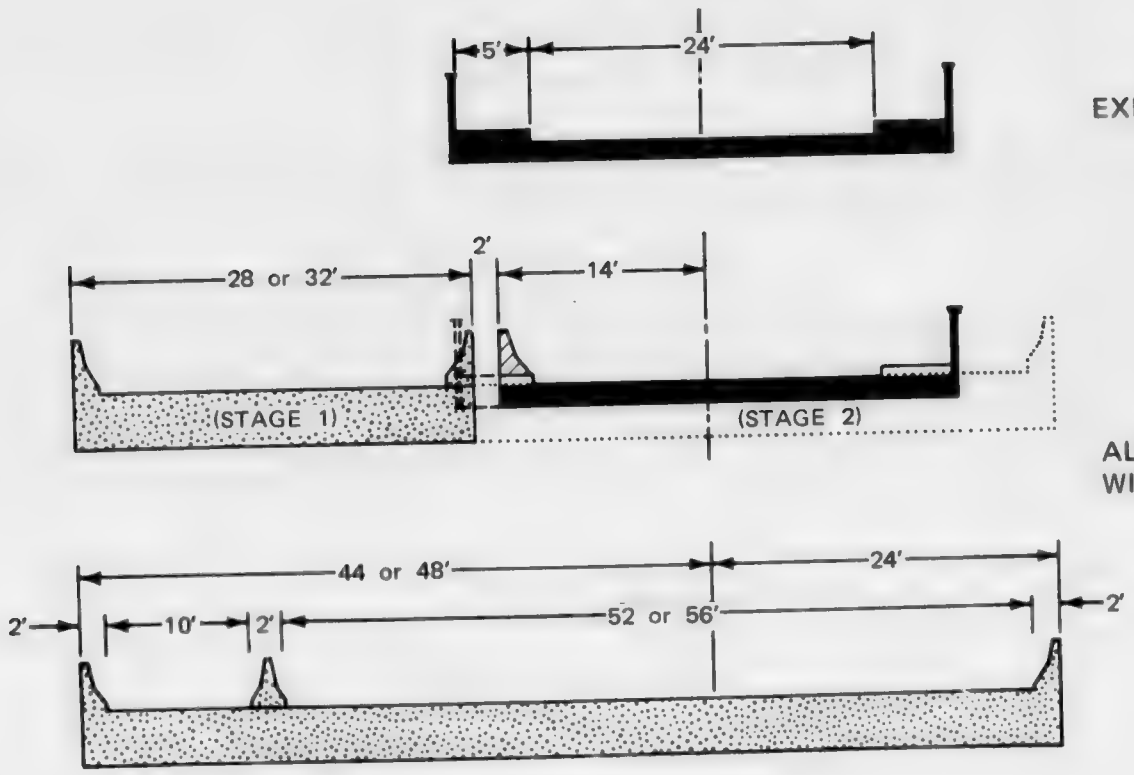


EXISTING

ALTERNATIVE 2

ALTERNATIVE 3

CENTER STREET BRIDGE
EAST BOUND



EXISTING

ALTERNATIVES 2 & 3
WITH STAGE CONST.

permit 4 lanes of traffic (four 12-foot lanes and two 2-foot gutters). A 56-foot-wide structure would permit greater shoulder widths with striping for 4 lanes. The additional 52 or 56-foot width would provide several important benefits:

1. Greater economy would be realized by building a 4-lane Marion Street Bridge which will allow construction detouring under Alternative 3.

2. If desired, adequate width would exist to provide flexibility for other traffic options such as an HOV or bus-only lane. Further study would be required to identify operational difficulties with weaving, and proposed ramp layout in order to adequately accommodate transit provisions. Perhaps additional structures would be needed. The important point is that the capacity for such an improvement exists on a wider structure.

3. The additional width also provides greater insurance that emergency vehicles would be able to pass around accidents when they occur.

4. And, for the 56 foot-wide structure, the wider shoulders with a 4-lane configuration would permit greater safety, and they would allow a disabled auto, parked against the curb, to be passed without requiring a lane change when the bridge is crowded.

The Marion Street Bridge does not have sufficient load-bearing capacity to widen the present deck to 4 lanes. Alternative 3 proposes a second 2-lane bridge be built abutting the south or upstream side of the present structure. The north side would remain unchanged except for the addition of guardrail on the deck next to the existing sidewalk, and an overlay of the deck. When the new bridge is completed it would be joined to the existing bridge for a 4-lane unit (see Figure 3).

With Alternative 3, the following construction scenario is proposed. A detour will be used for Center Street Bridge traffic. Marion Street Bridge would be built as described above. During this time some of the foundation and substructure work for Center Street Bridge would be done. Then when the 4-lane Marion Street Bridge is completed, Center Street Bridge traffic would be routed over it by means of a temporary connection in West Salem and temporary traffic arrangements on the east end of the bridge. Some of the assumptions which would be desirable in order to use the detour are:

1. Front Street Bypass should be completed.

2. The Front Street to Marion Street Bridge on-ramp must be at least partially constructed-- it would be used as an off-ramp during the detour.

3. The one-way grid system in the CBD must be retained, except on the new 4-lane Marion Street Bridge.

With the detour in place, the old Center Street Bridge would be removed and replaced in one sustained effort without any traffic interference. This approach would reduce construction time and cost compared to staging. It is estimated that detouring would save more than $2,200,000 in construction costs, but this plan could only be used with Alternative 3.

Additional features include:

1. Reconnection of the existing Center Street Bridge to Front Street southbound off-ramp.

2. Providing a Center Street Bridge to Front Street northbound off-ramp.

3. Providing a Front Street northbound to Marion Street Bridge on-ramp.

4. Constructing a two-way, 10-foot-wide pedestrian-bikeway adjacent to the new Center Street Bridge, and making the required connections.

5. Constructing one of two proposed options for a pedestrian-bicycle overcrossing of Front Street.

6. Adding a braid, or separation, of ORE 22 traffic (desiring to go north on Front Street), over the Wallace Road-Edgewater Street on-ramp traffic, as it approaches the Center Street Bridge.

Refer to Figures 2 and 3 for a graphic representation of most of these proposals.

Other Project Information

As indicated above, this project has two federal-aid funding sources. First, a portion of Salem's I-305 transfer funds (federal interstate money previously allocated for freeway construction in Salem) is committed by the City to the widening of Marion Street Bridge. Second, the 1978-1979 Surface Transportation Act makes discretionary funds available under a "Special Bridge Replacement" category for the replacement of Center Street Bridge.

Project Coordination and Public Involvement

In addition to the EIS and public hearing processes mentioned previously, the project has had a Citizens' Advisory Committee since March, 1979. This committee informs the community of progress in project development, brings public concerns to the attention of the Division, and generally helps shape the project proposal.

After the A-95 review process (notice of intent to spend federal funds), early project development included meetings with the FHWA, MWVCOG, and City of Salem. Other meetings have been held with the Transportation

Advisory Committee, the Heritage Conservation and Recreation Service, Regional Parks and Recreation Agency staff, Urban Redevelopment staff and members of city and county planning departments. A public hearing was held on December 18, 1979; the results are summarized in Appendix A.

The project will require a revised navigational clearance bridge permit from the Coast Guard, as well as permits from the Corps of Engineers and the Division of State Lands. The latter will involve coordination and plan review by the Department of Fish and Wildlife.

Relationship to Other Projects in the Area

This project is closely tied to the Front Street Bypass project which is under construction.* Proposed bridge ramp connections to the Front Street Bypass will enable much of the additional bridge traffic to be routed around the CBD. Furthermore, the plan to use a construction detour on Alternative 3 can be made much more effective with the bypass in place.

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*The Front Street Bypass was the subject of a Draft Environmental Impact Statement released on April 7, 1978. The public hearing was subsequently held and the final EIS was approved June 4, 1979. The project was let for construction in December, 1979 and construction started in March, 1980.

TRAFFIC (1)

Existing Conditions

Traffic Volumes. Figure 4 illustrates existing (1978) average weekday (AWD) traffic volumes on the bridges and street system in the study area. Currently, 24,000 vehicles per day cross each bridge. The traffic volumes approaching the Center Street Bridge are evenly split between Wallace Road and ORE 22 with 12,000 vehicles on each approach. The Front Street off-ramp accommodates 6,500 vehicles, while 17,500 vehicles proceed to the Commercial Street intersection.

Of the 24,000 AWD volume on Marion Street Bridge, 16,000 vehicles enter the bridge from Marion Street while 8,000 vehicles enter via a right turn from Commercial Street. At the west end of Marion Street Bridge, AWD volumes are equally split between Wallace Road and ORE 22.

The hourly traffic distribution for each bridge varies considerably over the day. Peak-hour volumes coincide with the influx and outflow of work trips and occur between 7:00 a.m. - 8:00 a.m. on Center Street Bridge and 4:30 p.m. - 5:30 p.m. on Marion Street Bridge. The morning and evening peak-hour volumes are approximately 10.5 percent of the daily (AWD) volume. Peak hour volumes are directionally oriented with the heavy flow bound toward Salem in the morning and in the opposite direction during the evening. This directional split is about 70 percent inbound - 30 percent outbound in the morning, and 65 percent outbound - 35 percent inbound in the evening.

Level of Service. A principal element in the traffic impact analysis of any highway project is the anticipated effect that the project will have on the quality of traffic flow (level of service). Traffic engineers have adopted a system describing the level of service (LOS) provided by a given highway or street intersection when accommodating various traffic volumes.

Six levels of service have been established and are designated LOS "A" through LOS "F", from the best to the worst set of traffic conditions. A qualitative description of these various levels of service is presented in Table 2.

LOS "C" has been used as a desirable design level in urban areas for many years. However, the high dollar and environmental costs of obtaining such a high level of service has resulted in most cities using LOS "D" as a goal for peak hour traffic. Many cities tolerate LOS "E" for short periods of time in lieu of the higher costs and impacts on the community of providing a higher level of service. In Salem, the peak congestion occurs for about a 20 to 30 minute period between 4:30 and 5:30 p.m. During this period "forced flow" conditions may occur, but the average conditions during the peak-hour are relatively good.

Figure 5 shows the existing peak-hour level of service. As mentioned above the intersection of Marion and Commercial Streets is congested (LOS E) during part of the evening peak hour and functions as the limiting control in allowing traffic onto the Marion Street Bridge. The backup of

FIGURE 4

1978 AWD TRAFFIC VOLUMES
(In Thousands)

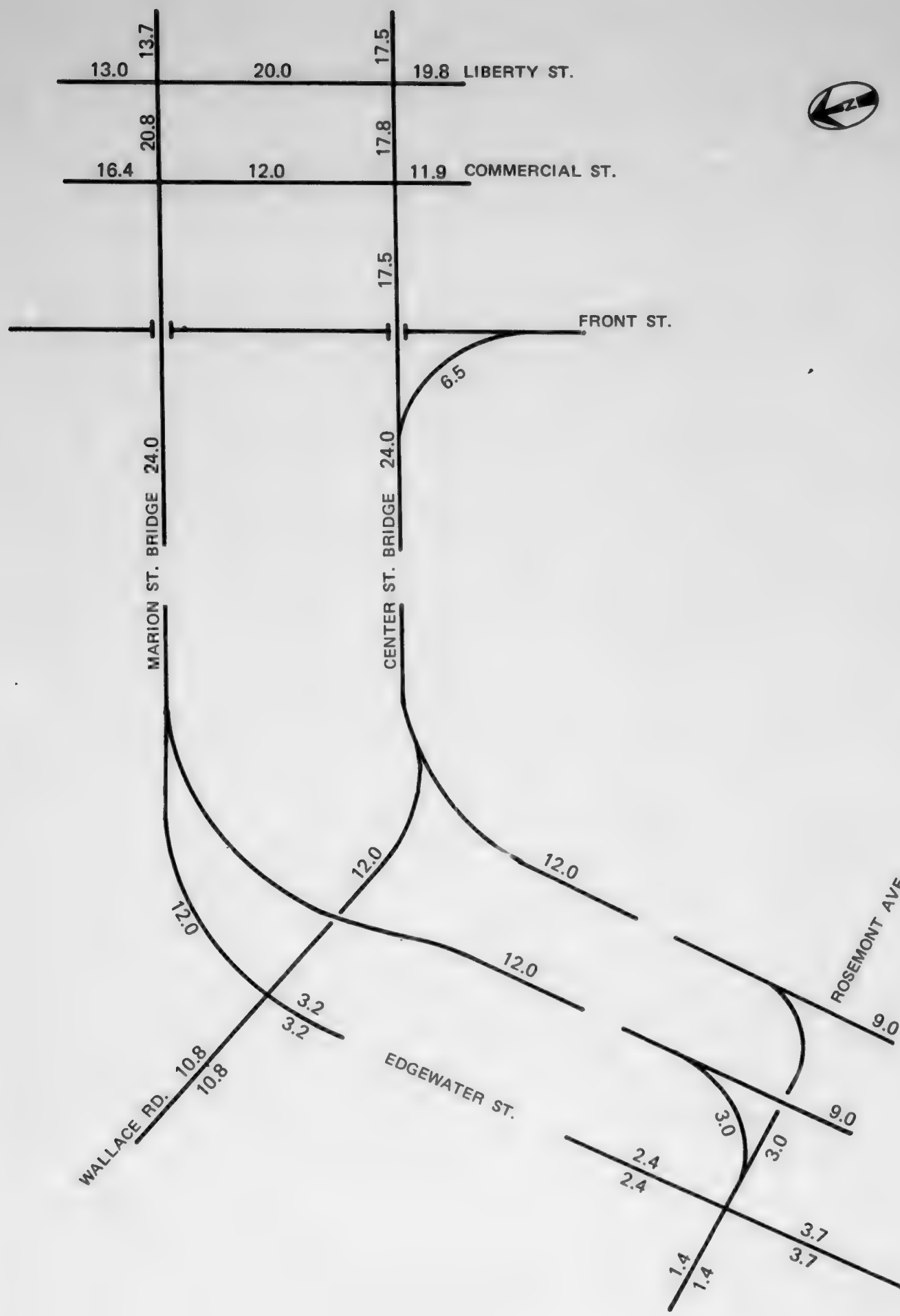
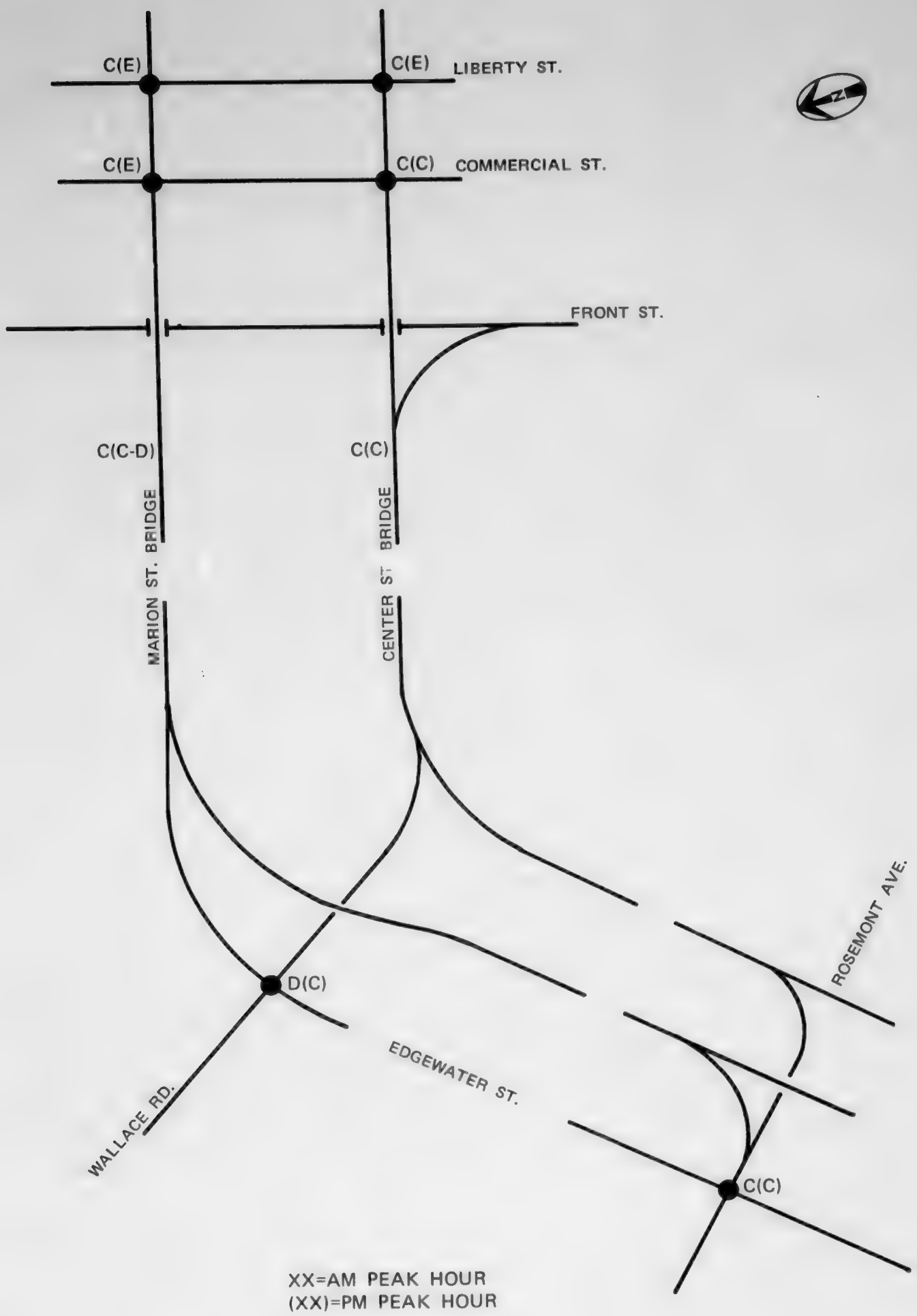


FIGURE 5

LEVEL OF SERVICE
EXISTING CONDITIONS
(See Table 2)



XX=AM PEAK HOUR
(XX)=PM PEAK HOUR

TABLE 2

LEVELS OF SERVICE FOR INTERSECTIONS

Level of Service	Type of Flow	Delay	Maneuverability
A	Free Flow	No vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.
B	Stable Flow	The number of vehicles waiting through one red indication is increased.	Many drivers begin to feel somewhat restricted within groups of vehicles.
C (Desired Design Level)	Stable Flow	Occasionally vehicles may have to wait through more than one red indication.	Backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D (Acceptable Peak Hour Level)	Approaching Unstable Flow	Delays may be substantial during short periods, but excessive backups do not occur.	Maneuverability is severely limited during short periods due to temporary backups.
E (Capacity)	Unstable Flow	Delay may be great--up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.
F	Forced	Excessive delay.	Jammed conditions. Backups from other locations may restrict or prevent movement of vehicles at the intersection under consideration.

SOURCE: Highway Research Board, 1965.

vehicles from Marion and Commercial Streets also produces congested conditions at other intersections along Marion, Liberty and Commercial Streets. During periods of the P.M. peak hour, it is not uncommon for stop-and-go operations to occur for five blocks on Marion Street, about three blocks on Liberty Street and two blocks on Commercial Street.

During the morning peak hour, the intersection of Wallace Road and Edgewater Street operates at LOS D for inbound traffic, with short periods of LOS "E". The Wallace Road approach to the intersection has traffic backups extending for several blocks during periods of the morning peak hour. This is particularly true during the school year when local food canneries are operating.

Marion and Center Street Bridges currently accommodate traffic at acceptable levels of service but the ramps and approaches do not permit substantial intersection improvements. This is due to the capacity limitation of the signalized intersections which control the traffic volume on the bridges. By extension, then, Marion Street Bridge operates at LOS C-D during the P.M. peak hour, while Center Street Bridge operates at LOS C during the A.M. peak hour.

Future Conditions

Traffic Volumes. Alternative 1 represents the no-build condition. Traffic projections for the year 2000 are limited by the existing capacity of the intersections which control the traffic volume on the bridges. Currently, peak-hour volumes are operating at or near capacity. Little or no traffic increases would occur during the peak hour. Future daily volumes would be dependent on traffic growth during off-peak hours (or lengthening the existing peak period). Trends of the relationship between peak-hour volume and daily volume at locations operating at capacity indicate the peak-hour volume would be about nine percent of the daily volume. Extrapolating these figures would result in a daily volume capacity in the range of 60,000 - 70,000 vehicles on the bridges. This compares to a maximum daily volume of approximately 56,000 vehicles recorded on the bridges in 1978.

Figure 6 shows year 2000 average weekday traffic for the no-build alternative. A decision to forego any improvement to the Marion or Center Street Bridges would result in limiting peak-hour volumes to essentially current levels. Traffic growth would lengthen peak hours. As a result, year 2000 traffic is estimated at 30,000 - 35,000 vehicles on each bridge.

Alternatives 2 and 3 are the build options. Traffic projections (year 2000) for both build alternatives are based on Future Test System 4 of the Salem Area Transportation Study (SATS). The SATS Future Test System 4 shows 90,000 average weekday trips crossing the Willamette River. This compares to 48,000 AWD trips in 1978.

Figure 7 illustrates year 2000 average weekday traffic for both build alternatives. Of the 45,000 AWD volume on Center Street Bridge, 24,000 approaches from Wallace Road and 21,000 from the Dallas Highway. The Front Street off-ramp southbound accommodates 15,500 vehicles, while the Front Street off-ramp northbound accommodates 10,300 vehicles. The remaining 19,200 vehicles proceed to the Commercial Street intersection.

FIGURE 6

YEAR 2000 AWD TRAFFIC VOLUMES
ALTERNATE 1-NO BUILD

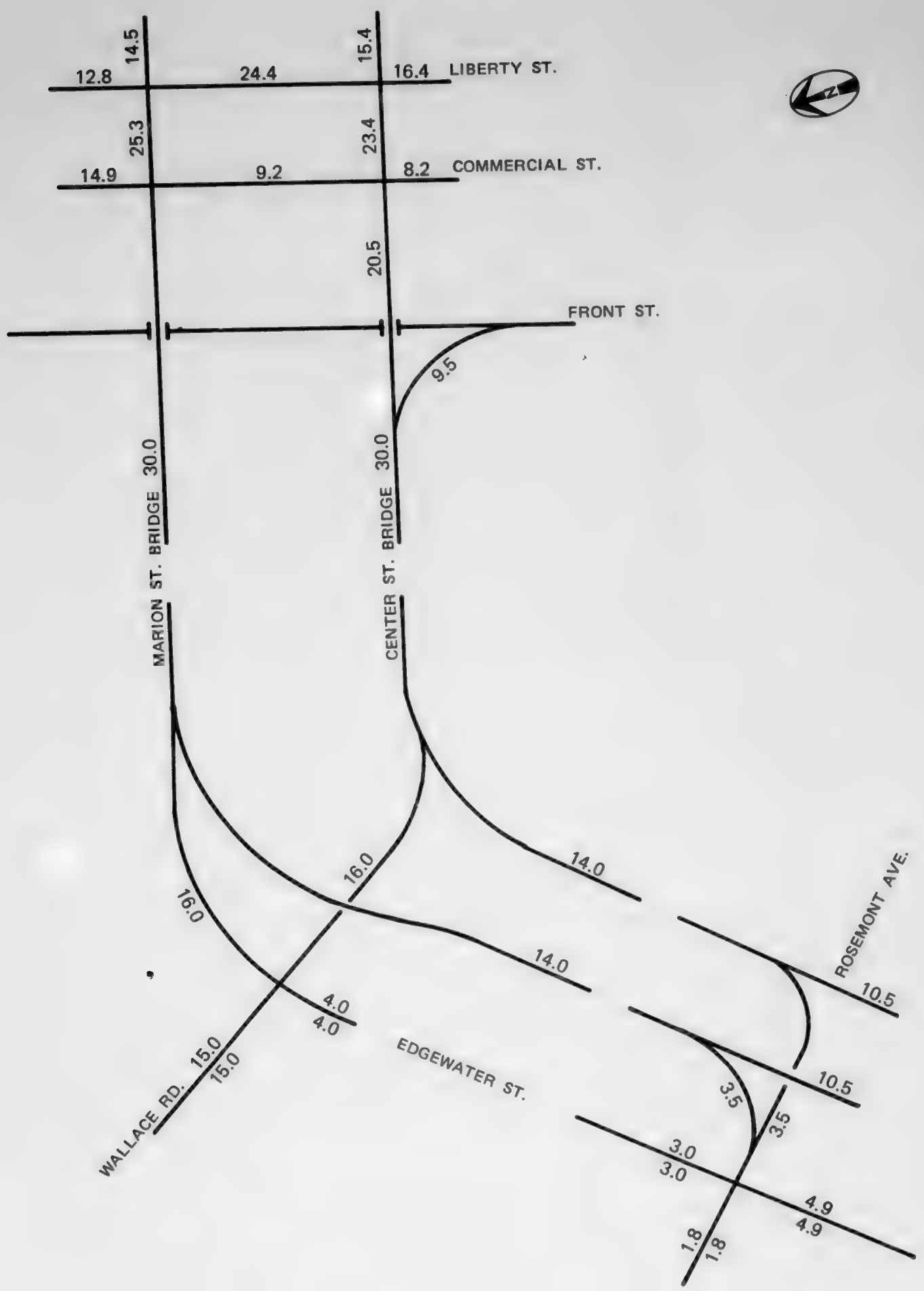
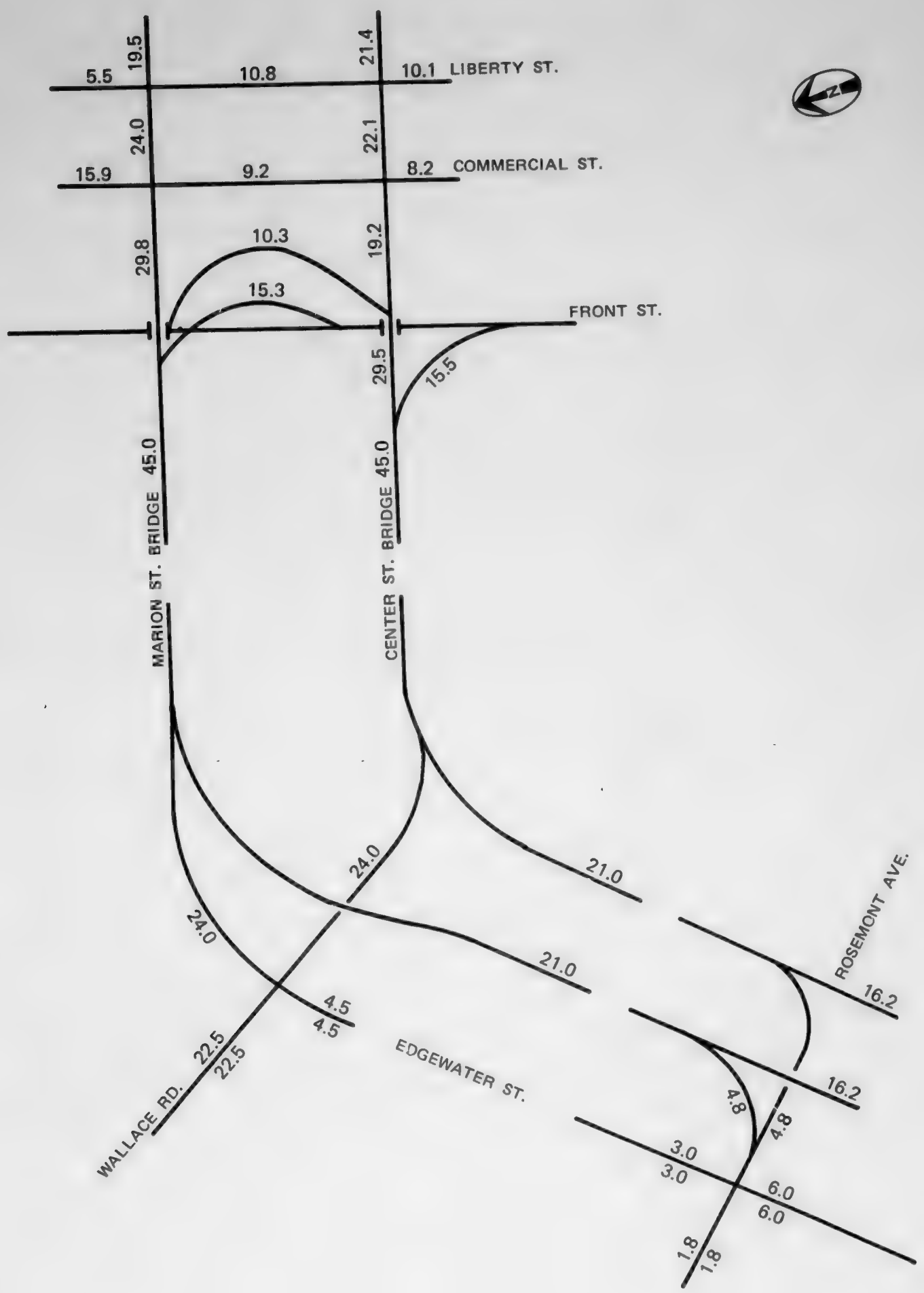


FIGURE 7

YEAR 2000 AWD TRAFFIC VOLUMES
BUILD ALTERNATES 2 AND 3



On Marion Street Bridge, 19,400 vehicles enter from Marion Street, 10,400 from Commercial Street and 15,300 vehicles from the Front Street on-ramp.

Level of Service. For the no-build alternative, the peak-hour level of service is shown on Figure 8. The intersections of Marion at Commercial, Marion at Liberty and Center at Liberty would all operate at LOS F during the evening peak hour. Traffic backups would extend over longer distances and last for longer time periods than existing conditions. Both bridges will operate at or near capacity. Marion Street Bridge (LOS D-E) during the P.M. peak hour and Center Street Bridge (LOS E) during the A.M. peak hour. The intersection at Wallace Road and Edgewater Street would also operate at LOS F during the A.M. peak hour.

Alternative 2 assumes three lanes on Marion Street Bridge and four lanes on Center Street Bridge. Figure 9 shows peak-hour level of service for Alternative 2. With three lanes on Marion Street Bridge, two lanes approach from Marion Street, the same as existing conditions, while the third lane adds to the bridge with the Front Street on-ramp. Because only two lanes approach Marion Street Bridge from the intersection of Marion and Commercial Streets, LOS E-F would occur during periods of the P.M. peak hour. Traffic backups from the Marion and Commercial intersection are expected to cause congested conditions along Marion, Liberty and Commercial Streets similar to current conditions. A three-lane Marion Street Bridge is expected to operate at LOS E during periods of the P.M. peak hour.

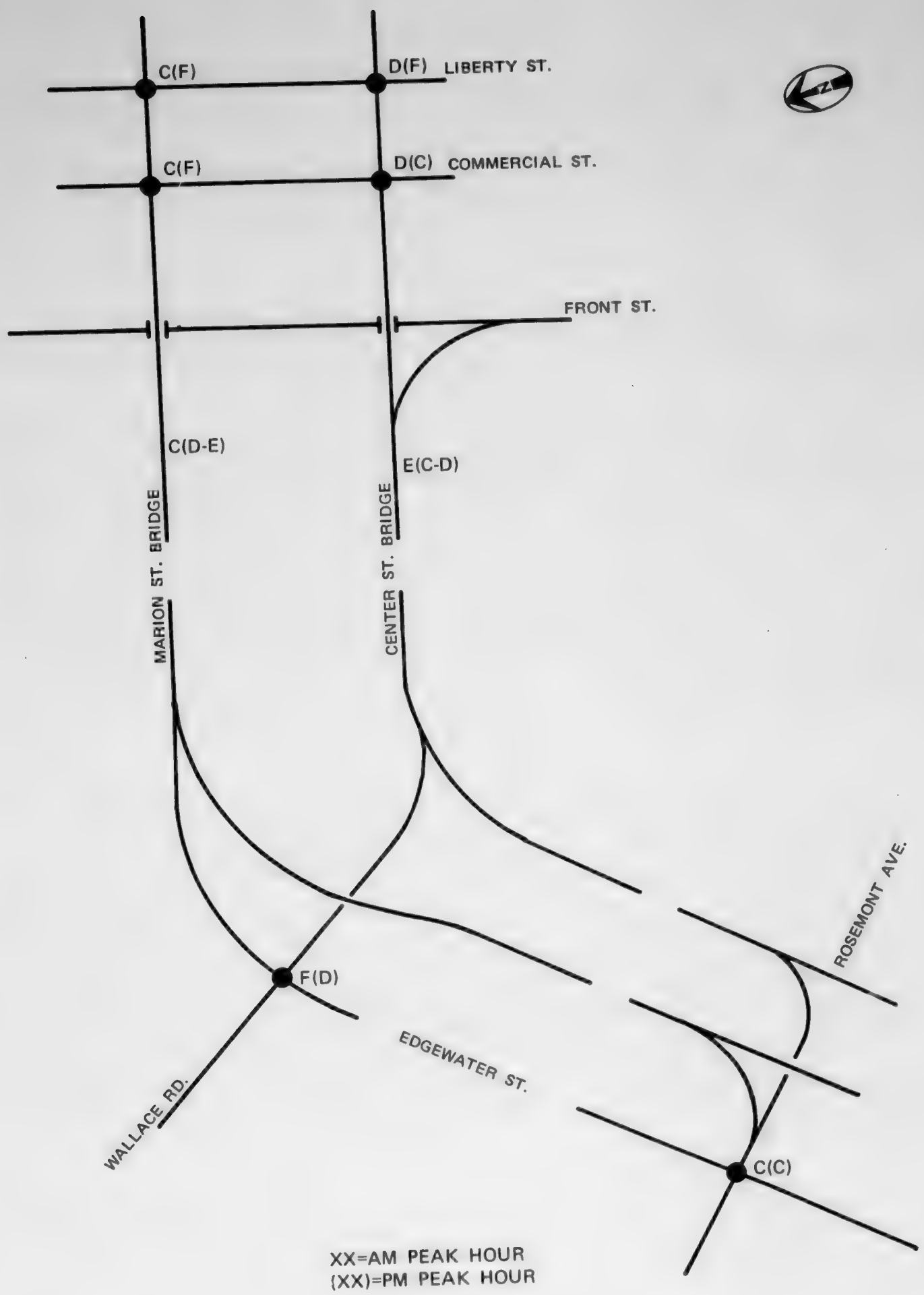
Four lanes are provided on Center Street Bridge with Alternative 2. A three-lane Center Street Bridge was considered but not favored because the approaches to the bridge from Wallace Road and Dallas Highway function best with two lanes each. Merging both of the two-lane approaches to a three-lane bridge causes difficult operating conditions due to unfavorable alignment, grade and merge distance.

A four-lane Center Street Bridge produces adverse weaving conflicts unless a design improvement is included. The distance to make lane changes is deficient for traffic approaching from Wallace Road which must make two lane changes to exit via the southbound Front Street off-ramp. The same is true for traffic approaching from Dallas Highway which must also make two lane changes to exit via the northbound Front Street off-ramp. These weaving conflicts would cause LOS E during the A.M. peak hour. The suggested design improvement to alleviate the weave conflicts consists of providing a braid design that separates traffic approaching from Dallas Highway. Traffic destined to the southbound Front Street off-ramp is in the outside right lane and traffic destined to the northbound Front Street off-ramp is in the outside left lane. This allows the Wallace Road approach traffic to make only one lane change to exit via either Front Street off-ramp. This design improvement provides level of service C-D on Center Street Bridge during the A.M. peak hour. Figure 10 illustrates the lane change requirements without and with the braid design.

Alternative 3 assumes four lanes on both Marion and Center Street Bridges. The preceding discussion regarding the braid design with a four-lane Center Street Bridge also applies to Alternative 3. Figure 11 shows peak-hour level of service for Alternative 3.

FIGURE 8

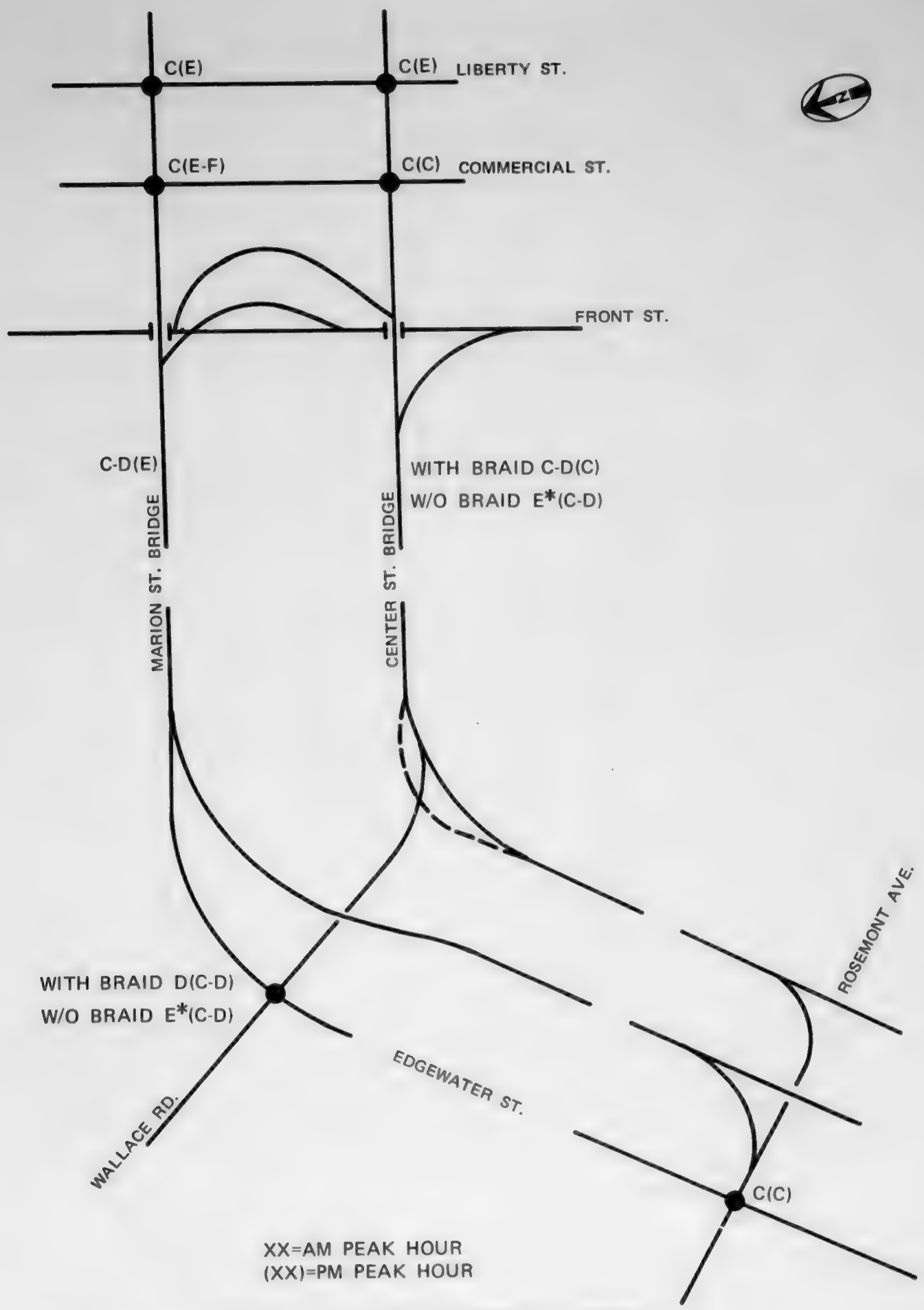
LEVEL OF SERVICE
YEAR 2000 CONDITIONS
ALTERNATE 1-NO BUILD



XX=AM PEAK HOUR
(XX)=PM PEAK HOUR

FIGURE 9

LEVEL OF SERVICE
YEAR 2000 CONDITIONS
ALTERNATE 2



XX=AM PEAK HOUR
(XX)=PM PEAK HOUR

* DUE TO TRAFFIC BACK UP FROM CENTER ST. BRIDGE

FIGURE 10

CENTER STREET BRIDGE

LANE CHANGE REQUIREMENTS

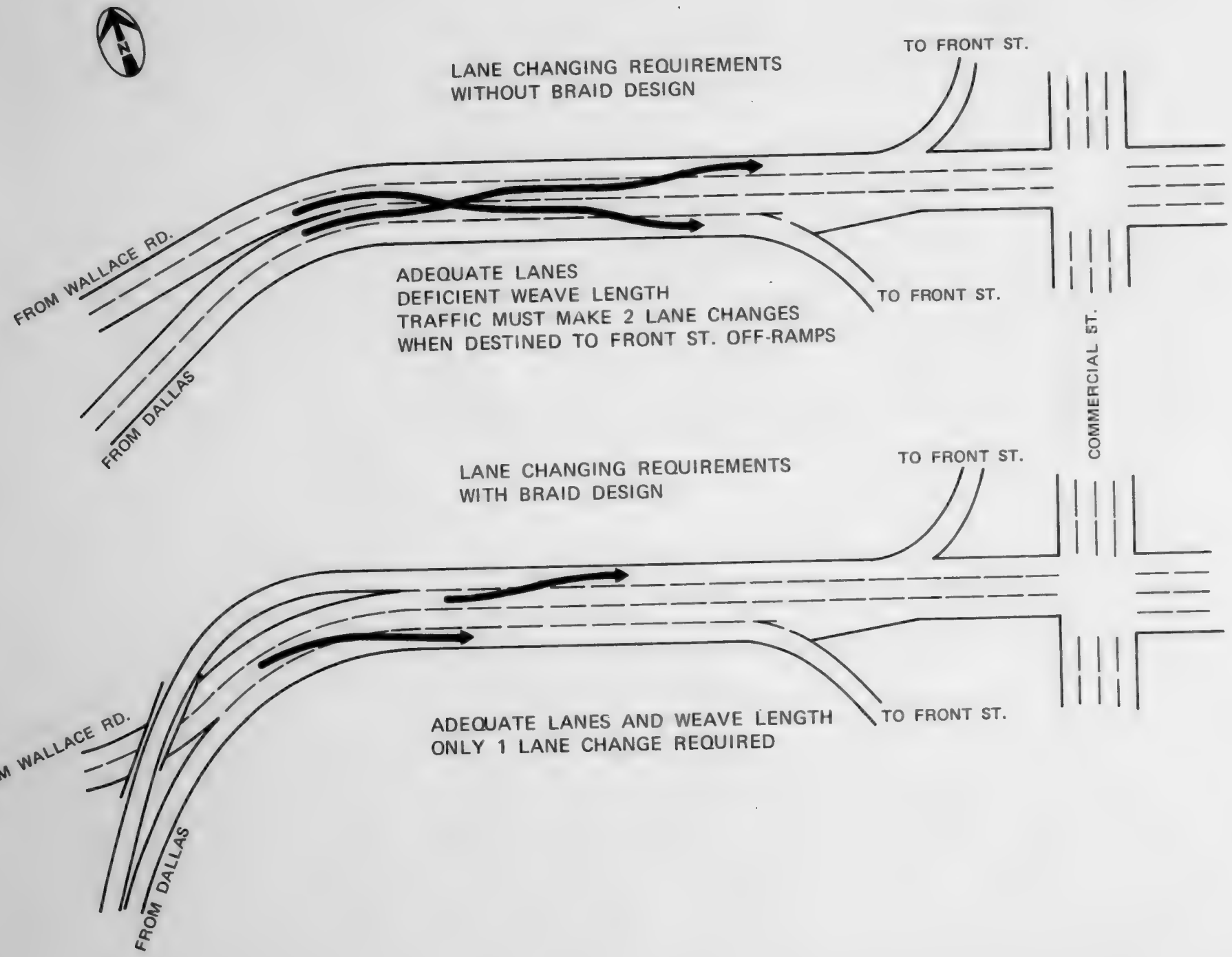
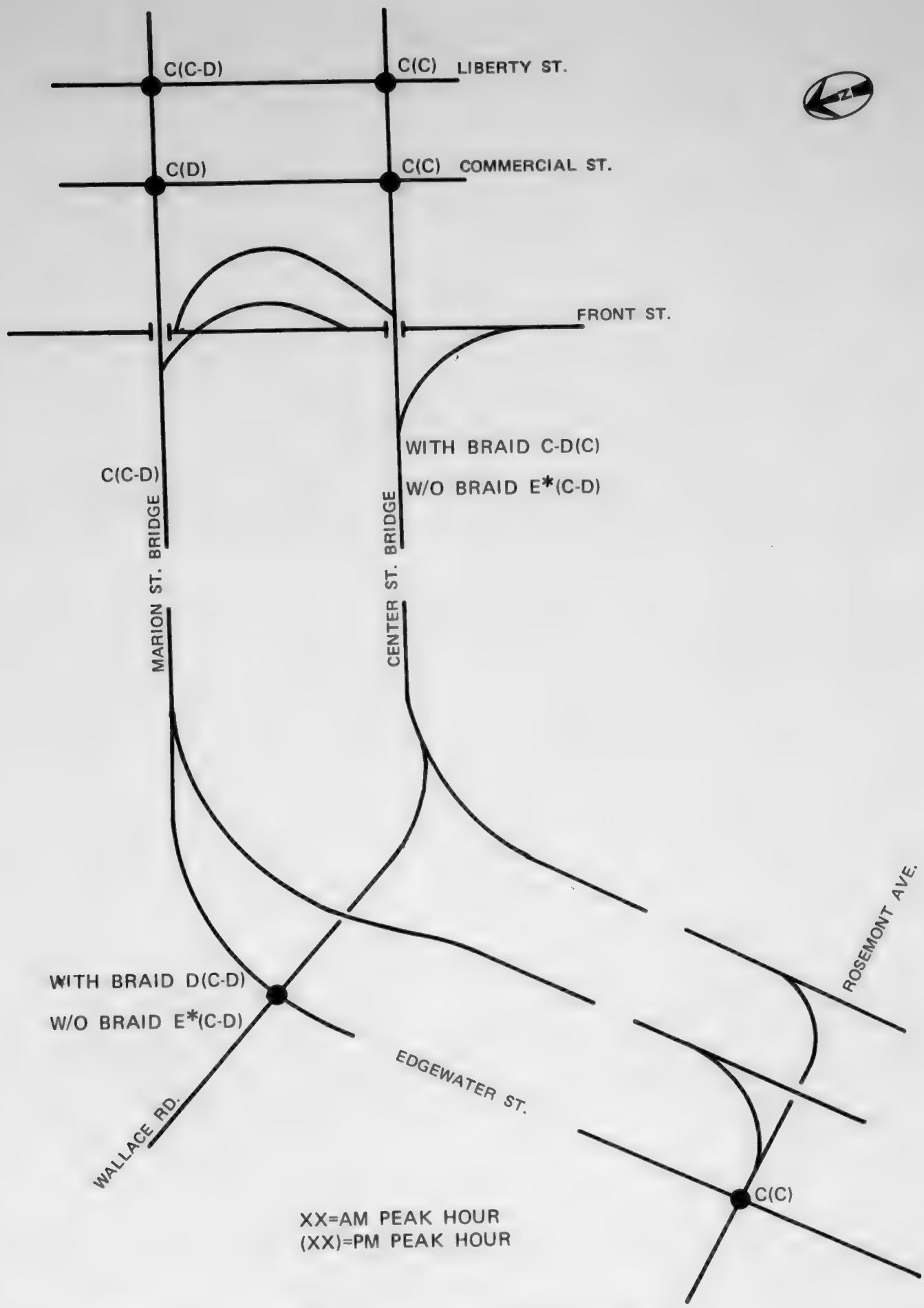


FIGURE 11

LEVEL OF SERVICE
YEAR 2000 CONDITIONS
ALTERNATE 3



*DUE TO TRAFFIC BACK UP FROM CENTER ST. BRIDGE

Providing four lanes on Marion Street Bridge allows three approach lanes from the Marion and Commercial Street intersection. The fourth bridge lane is added with the Front Street on-ramp. The intersection of Marion and Commercial Streets operates at an acceptable LOS D during the P.M. peak hour. This intersection is the control that effects the level of service at adjacent intersections. Marion at Liberty operates at LOS C-D, while Center at Liberty and Center at Commercial operate at LOS C during P.M. peak hours.

A four-lane Marion Street Bridge also produces adverse weave conflicts unless a design improvement is adopted. Traffic from the Front Street on-ramp must make two lane changes to exit via the Wallace Road off-ramp. The design improvement to alleviate the weave conflicts consists of providing three lanes for the Wallace Road off-ramp. Only one lane change would then be required for traffic from the Front Street on-ramp to exit via the Wallace Road off-ramp. This is the current proposal.

The intersection of Wallace Road and Edgewater Street would operate at LOS D during the A.M. peak hour, the same as the present level of service. The improvement of two lanes through the intersection approaching the Center Street Bridge is offset by projected traffic increases.

In summary, Alternative 3, provides the best overall level of service. With four-lane bridges, the braid design approaching the Center Street Bridge and a three-lane off-ramp from Marion Street Bridge to Wallace Road weaving conflicts will be alleviated.

Alternative 2, which provides three lanes on the Marion Street Bridge, would initially improve the level of service with the expectation of acceptable peak-hour operating conditions lasting for approximately ten years. However, the traffic increase projected for year 2000 would cause level of service E-F at Marion and Commercial Streets. Traffic backups along Marion, Liberty and Commercial Streets, similar to existing conditions, can be expected during the P.M. peak hour.

Alternative 1, the no-build alternative would perpetuate existing traffic backups and delays. These conditions are likely to extend over longer time periods as traffic demands increase.

Construction Impacts

Two approaches are possible for constructing the Willamette River Bridges: staging and detouring. Staging requires construction to take place while the existing facility continues to serve normal traffic loads. Construction is done piecemeal, in stages, around the existing traffic. Detouring removes the existing traffic, putting it on another facility. This permits accelerated, continuous construction without the need to accommodate traffic.

Alternative 1 requires no construction.

Alternative 2 requires staging on both bridges. Such staging would be staggered, Center Street Bridge first then the Marion Street Bridge, in the interest of maintaining bicycle/pedestrian travel.

Alternative 3 will be constructed using the detour mentioned previously. Use of the detour would work as follows. The Marion Street Bridge would be built first, with staging. The new bridge would hold 4 lanes. Then Center Street Bridge traffic would be detoured to Marion Street Bridge, which would have a two-way operation. With the detour in place, Center Street Bridge could be replaced in one sustained effort.

The detour would operate by placing eastbound traffic on the Marion Street Bridge by making ramp modifications on ORE 22 in West Salem. The proposed northbound Front Street to Marion Street Bridge on-ramp would be temporarily used as an off-ramp between the bridge and Front Street. During the detour, this ramp would serve traffic intending to go north or south on Front Street. The ramp would also be used to take traffic to Center Street without using Commercial. The remainder of the traffic entering Salem from the end of the Marion Street Bridge would be taken to Center Street via Commercial. Again, temporary interchange and signal revisions would be required for this movement. Revisions might also include lane restrictions on Commercial Street in the affected area.

The detour would most likely go into effect in 1983. By then traffic volumes are expected to be greater than they are now. Consequently, levels of service without the detour (see Table 2) are expected to worsen--typically ranging between D and F, depending upon the intersection and the time of day.

Perhaps more significant, however, the detour can provide essentially the same or a better level of service than would occur without the detour plan. Levels of service would be adequate to good during the day but they would fall off during peak periods. Several alternative detour proposals are being evaluated which would provide levels of service ranging from C to E.

ENERGY (2)

An energy analysis was done for the proposed project. For comparative purposes, the selected alternative was compared to Alternative 1 (No-Build).

To compare the energy consumption of these alternatives, traffic projections were reduced to an average annual daily traffic for a 20-year study period. BTU consumption was then computed for each alternative on an average annual consumption basis. Direct vehicle energy consumption was based on direct fuel consumption by the vehicle and on applicable congestion factors.

The direct vehicle energy consumption figures are 221×10^9 BTU's for Alternative 1 and 197×10^9 BTU's for Alternative 3.

BTU consumption relating to this transportation improvement are shown in the table:

SUMMARY OF AVERAGE ANNUAL ROAD USER ENERGY CONSUMPTION
(Figures Represent Billions of BTU's Consumed)*

	EQUIVALENT ANNUAL CONSUMPTION	
TYPE OF ENERGY CONSUMPTION	NO-BUILD	BUILD
Direct Vehicle Energy Consumption	221	197

*Tabulated figures are relative and should be used for comparison only.

Construction energy consumption for the proposed project was based on the dollar value of material in place. The resulting consumption was calculated at 640×10^9 BTU's, which would be a one-time use.

Though Alternative 3 is 10.8% more energy efficient than Alternative 1 in terms of direct vehicle energy consumption, 26.7 years of these energy savings would be required to offset construction energy costs.

As indicated above, Alternative 3 is more energy efficient than the present bridges. This is due to the greater traffic service anticipated at the ends of the proposed bridges. Instead of the present stop and go, slowly moving traffic, the new bridges will bring about more efficient movement with faster, more continuous flows of traffic.

The major energy use, bridge construction, will be kept as efficient as is practicable. Concrete will be used in place of steel in new construction, resulting in substantial energy savings. The present Marion Street Bridge will be used as will most of the existing approaches and the Center Street Bridge to Front Street southbound ramp. The project involves relatively little earthwork. Rising energy costs, as reflected in higher materials and operational costs, will also ensure more deliberate energy efficiency by the contractor. Finally, Alternative 3 will permit the use of a detour on the Marion Street Bridge, after it is first widened, while the Center Street Bridge is being constructed. Removing all traffic will greatly simplify and hasten construction activity on the Center Street Bridge.

GEOLOGY (3)

Existing Setting

Project terrain consists of relatively flat flood plain on the west side of the Willamette River and a gently undulating alluvial plain, fronting the river with a 25-40 foot high erosional escarpment, on the east. The flood plain has an average elevation of about 130 feet above mean sea level and slopes northward about 3 feet per mile.

The project area is underlain by valley fill material of clay, silt, sand, and gravel deposited and reworked by the meandering Willamette River. Drill log data, obtained in 1950 for the existing Marion Street Bridge, show the material to extend more than 50 feet below river bottom.

Four soils are found in the project area. They are classified by the S.C.S. as: Cove silty clay loam, Wapato silty clay loam, Newberg fine sandy loam, and Woodburn silt loam. The Woodburn soil occurs on the east side and the others on the west in this reach of river. A map showing the location of these soils can be found in the full technical report.

Erosion hazards of the four soils found in the project are slight. Nonetheless, since the surface condition of the soil has the greatest influence on erodability, it is important to disturb as little surface area as possible.

None of the three alternatives encounter geologic hazards such as landslides, subsidence, rock falls, seepage and so on. Flooding is discussed in the Water Quality and Hydrology section.

The water table in the project vicinity is in hydraulic connection with the river and thus reflects subdued duplication of seasonal fluctuations. No ground water problems are anticipated unless an unusually high flood occurs.

There are no State-owned rock resources in the project area, but a number of commercial sources are nearby, permitting a contractor to select his source, subject to State approval.

Impacts and Mitigation

No major geological impacts are associated with this project. Alternative 1 (no-build) has no impacts, while the two build alternatives have only modest impacts.

Proposed piers, and the cofferdams used to construct them, would cause river bottom scouring. The proposed Center Street Bridge piers, though fewer in number than those found now, would be in new locations. They would be aligned with the river current to minimize flow resistance and scouring. Under Alternative 3 for Marion Street Bridge new piers would abut and be in line with existing piers to reduce the scour effect.

Due to the continued northeasterly thrust of the current and the shape of this reach of river, it is unlikely that the construction of new bridge piers would alter the rate of gravel deposition along Wallace Marine Park in the vicinity of the boat ramp. Nor would construction activities or the location of new piers accelerate erosion of the east bank of the river which receives the main force of the current.

Table 3 summarizes the material quantities and acreage bared to erosion due to construction activities. Differences between the build alternatives are negligible. Much of the excavated material would probably be used for fill in other areas. Excess material would be suitably disposed of.

The most effective erosion and siltation control is early treatment and protection of bared areas, especially on cuts and slopes. This means employing erosion control methods as soon as is reasonably practical during construction, not after. Though little land would be exposed to erosion by this project, erosion control requirements will be written into the contract. This would include provisions for drainage; seeding, fertilizing and mulching bare areas; and placing riprap at the bases of bridge piers.

TABLE 3

CONSTRUCTION COMPOSITE*

Construction Activity	Alternative 2			Alternative		
	Center	Marion	Total	Center	Marion	Total
Excavation	20,000 cy	1,500 cy	21,500 cy	20,000 cy	5,000 cy	25,000 cy
Embankment	12,000 cy	None	12,000 cy	12,000 cy	1,000 cy	13,000 cy
Aggregate	900 cy	None	900 cy	900 cy	100 cy	1,000 cy
Slope Protection Rock	500 cy	None	500 cy	500 cy	None	500 cy
Riprap for Piers	10,000 cy	None	10,000 cy	10,000 cy	8,000 cy	18,000 cy
Land Cleared	0.9 ac	None	0.9 ac	0.9 ac	0.1 ac	1 ac

QUANTITY SUMMARY BY ALTERNATIVE*

Material	Alternative 2	Alternative 3	Difference
Committed	23,000 cy	32,000 cy	9,000 cy
Moved or Used	44,000 cy	57,000 cy	12,000 cy

*All figures are approximate.

WATER QUALITY AND HYDROLOGY

Existing Setting

Hydrology

The project area lies in the central Willamette River watershed at Salem, Oregon. The river, a southerly tributary of the Columbia River, drains an area of approximately 7,280 square miles at Salem.

The Willamette River in the Salem area flows in a meandering channel cut in the main valley floor. It appears to be slowly degrading and the floodplain presently is 30 to 80 feet lower than the surrounding plain. The river is occasionally confined on either side by resistant terraces, as is the case in Salem. The channel pattern in the study area is straight to slightly sinuous and is part of a larger irregular meander (see Figure 12). The stream gradient through this section ranges from 0 to 1.6 feet per mile. Depth varies considerably, reaching 40 feet in places. Channel width is on the order of 700 feet.

Streamflow and Flood History

Mean annual discharge is about 23,000 cubic feet per second (cfs). The discharge pattern generally agrees with local precipitation patterns: maximum flows occur November to April and minimums occur July to September. An examination of discharge data between 1909 and 1977 reveals that while mean annual discharge varies between 29,570 cfs (1965) and 9,792 cfs (1977), the range of instantaneous maxima and minima is huge, ranging between 348,000 cfs in 1923 and 2,470 cfs in 1940.

The December, 1964 flood, whose unregulated stage would have been 45.2 feet but which was held by upstream dams to 37.8 feet, is generally accepted as having a recurrence frequency of 100 years.* Regulation substantially reduced the severity of this flood, and it is estimated that under present regulation the stage of a similar flood could be reduced an additional one to two feet at Salem. The 100-year floodplain is shown on Figure 13 (Corps of Engineers, 1973).

Flood control reservoirs are operated to even out the flow of water in the Willamette. Large runoffs are stored to reduce flooding and are later released to maintain minimum flows during periods of low runoff. Releases are usually required in late summer to maintain minimum flows stipulated by the Oregon Department of Fish and Wildlife. At Salem, the stipulated low flow is 6,000 cfs.

The three existing bridges crossing the Willamette River in the study area are shown on the base map. The northernmost bridge of the three

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*A flood of this magnitude has a one percent chance of occurring in any given year.

FIGURE 12

SURFACE WATER FEATURES

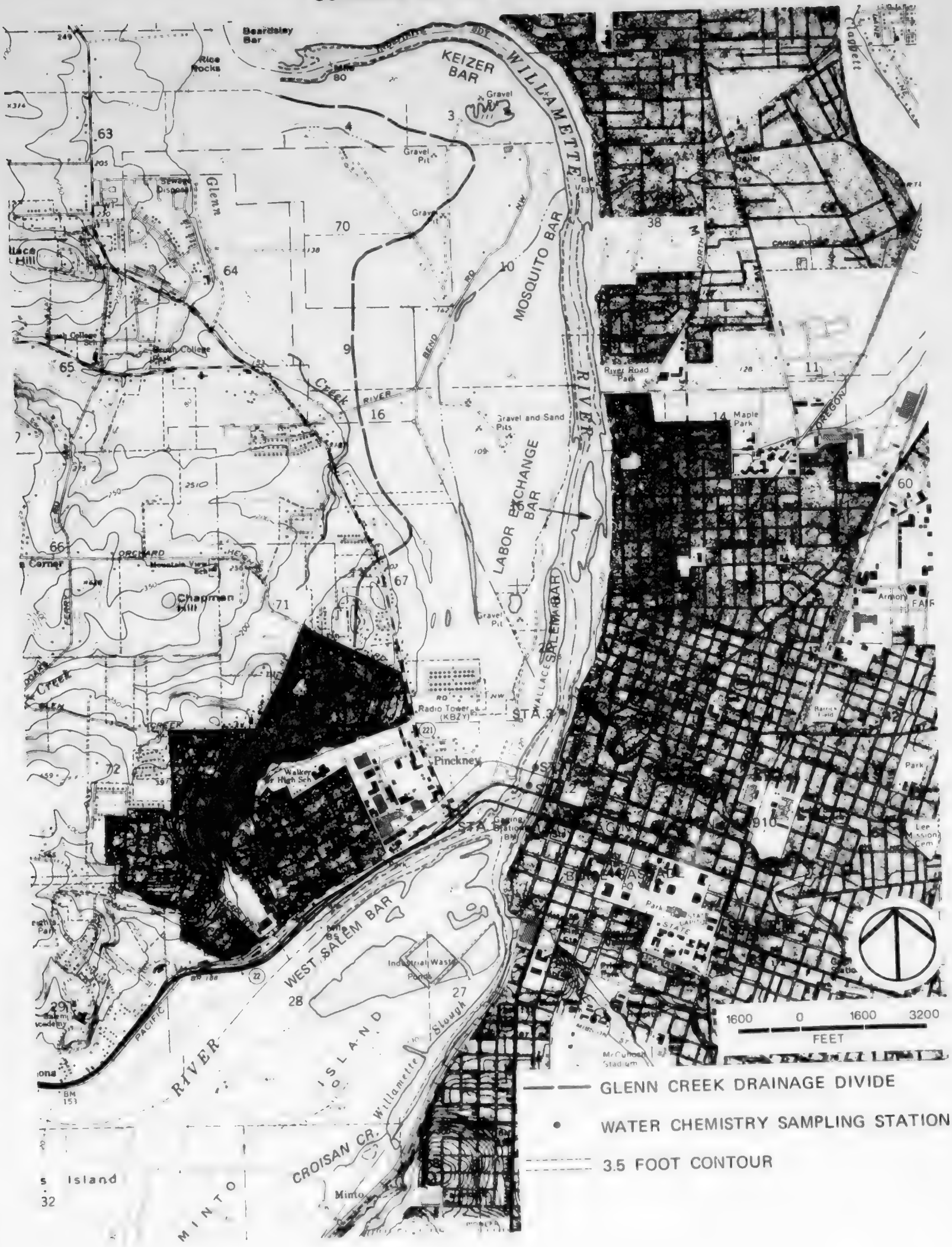
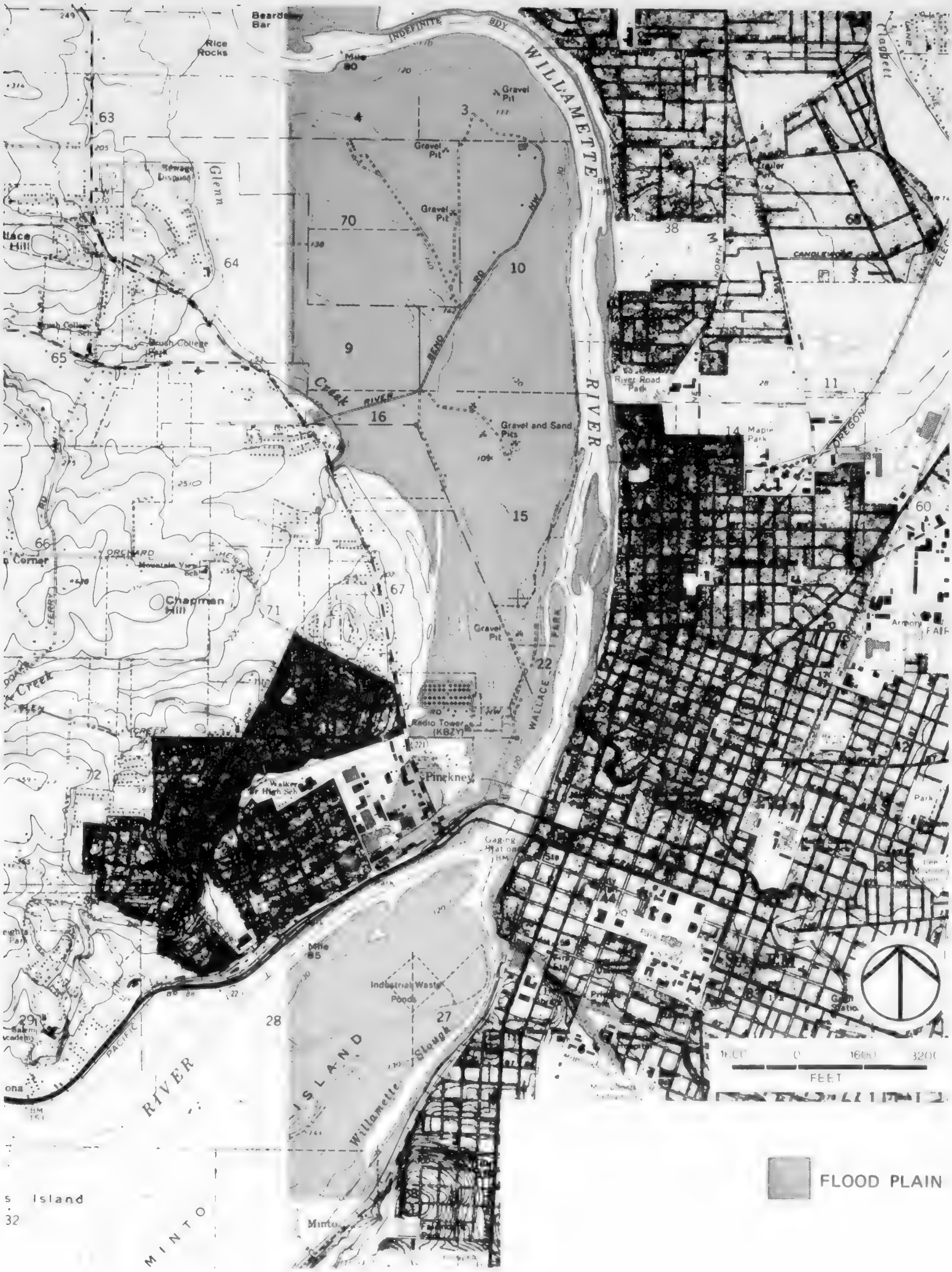


FIGURE 13

100 YEAR FLOOD PLAIN



serves a railroad spur; the other two serve vehicular and pedestrian traffic. They do not substantially impede flood waters. Piers are placed with their long axes in line with the current, and bridge decks and superstructures are well above the highest recorded water. The only problem is with drift piling up against the piers during high water.

Scour and Deposition

Scour is the displacement of streambed or floodplain material by stream flow. Deposition is the resettling of displaced material which has been carried along as suspended sediment or moved along the streambed as bed load. These two processes cause streams to change their channels, as has been seen so often on the Willamette.

Less dramatic evidence of scour and deposition is the dredging done in recent years. Efforts to stabilize the channel also include levees, revetments, pile and timber barriers, drift barriers and other channel modifications. The Corps of Engineers is authorized to perform dredging in the Willamette to maintain a channel 6 feet deep and up to 120 feet wide. The program, as of 1973, called for a minimum depth of 3 1/2 feet and at least 100 feet of width in the section of river from Oregon City to Corvallis.

Scour at the existing highway bridge piers has apparently not been a problem until recently. In 1972 and 1973 work was done to remove log debris and sinker logs (waterlogged logs which no longer float) from around the piers. Substantial scour was noticed around Pier 5 of the Center Street Bridge (westerly pier of main span). Here scour had progressed to a depth of about 4 feet below the bottom of the footing. The problem was largely remedied by removing exposed sinker logs, backfilling the scour hole and armoring the surrounding area with riprap.

Commercial Navigation

The role of the Willamette River in the total transportation network has changed through the years with changes in technology, economics and politics. The river has shifted from being the focal point of transportation and commerce for Salem to where it now has a very small role in the movement of goods and services. Between 1968 and 1974, commerce through Salem varied from a high of 118,000 tons reported in 1969 to nothing being reported in 1973. Since 1970 there has been little commercial navigation on the river.

Channel widths and depths have been discussed previously. Clearances at the existing bridges in Salem are given in Table 4 (see also discussion in Economics section).

Water Quality

The Willamette River and its tributaries are governed by Department of Environmental Quality (DEQ) general standards for waters of the Willamette River Basin (DEQ, 1976). Beneficial water uses to be protected on the main stem through the project reach include:

Public and private domestic water supply	Irrigation
Industrial water supply	Livestock watering
Anadromous fish passage	Wildlife and hunting
Salmonid fish rearing and spawning	Fishing
Resident fish and aquatic life	Boating
Water contact recreation	Aesthetic Quality
Commercial navigation and transportation	

Table 4

Willamette River Bridges at Salem

Location	Type of Purpose of Bridge	Clear Width Normal to Channel (ft.)	Clear Height of Lowest Point of Superstructure (in feet) above Mean Low Water	High Water
Salem (Union St.)	Vertical Lift, RR	118	87*	52*
Salem (Marion St.)	Fixed, Hwy.	240	69.2	33.6
Salem (Center St.)	Fixed, Hwy.	120	68.6	33

*with lift span raised.

Water chemistry data was collected at several locations upstream, downstream and on-site in the study area. In general, the water tends to be moderate in quality. See Table 5 for comparison of data with existing standards.

In summary, the river in the project area has excellent oxygen levels and moderate pH, turbidity and nutrient levels. Water quality problems center around elevated temperatures and fecal coliform levels during warm weather/low flow periods.

Fisheries and Aquatic Habitat

Numerous fish species are found in this section of the river; several species are anadromous (sea-run). These species include : spring chinook salmon, fall chinook salmon, winter and summer steelhead, and a few coho salmon. All but the fall chinook use this section of river as a passage area. Fall Chinook spawn predominantly in Mill Creek, but they also spawn in the main stem of the river in and below the project reach (see Figure 12). Table 6 gives the time period the major migrating fish species are in the stream.

Table 5

Comparison of Water Chemistry Data with Standards

Parameter	Standard(1) or Guideline(2)	No. of Individ. Data Points w/Violations	Levels Maximum Found	Levels Minimum Found
Dissolved Oxygen	Greater than 7 mg/l(1)	0 out of 121	13.3 mg/l	7.1
Water Temp.	Less than 18°C salmonid fishes(2)	40 out of 122	25.5°C	5.0
pH	6.5 - 8.5(1)	0 out of 122	7.60	6.60
Turbidity	Less than 10% increase over background(1)	--	22 NTU	17
Fecal Coliform	Less than 1000 MPN/100 ml(2)	11 out of 117	7000L*MPN/100ml	30K*
Nitrate Nitrogen	Less than 1 mg/l(2)	0 out of 4	0.60 mg/l	0.40
Ortho-phosphate	Less than 0.1 mg/l(2)	3 out of 4	0.17 mg/l	0.09
Alkalinity	Greater than 20 mg/l(2)	2 out of 4	24 mg/l	12

*L=Greater than; K=Less than

Table 6

Periodicity of Anadromous Fish at Salem, Oregon

Fish Species	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Winter Steelhead	-----	-----	-----	-----	-----						-----	-----
Summer Steelhead					-----	-----	-----	-----	-----	-----	-----	-----
Fall Chinook	0000	0000	0000	0000	/////	/////	/////	/////	/////	------xxxxxx	000000	000000
Spring Chinook					-----	-----	-----	-----				

----- Migration Periods
xxxxx Spawning Period
00000 Incubation of Eggs
///// Hatching and Rearing Period

Numerous other fish species have been recorded here; as many as 51 species of fish have been reported to occur in the vicinity of Minto Island. Rough fish far outnumber game species. About 19 of the total fish species present are of recreational or commercial importance.

Impacts and Mitigation

Alternative 1: No Build

If this alternative were selected, no direct highway-related impact would result on the aquatic environment.

Alternatives 2 & 3: Build

Under the build alternatives impacts would result from pier placement and removal, alteration of river scour and deposition patterns, creation of a staging area on the riverbank, floodplain encroachment and wetlands fill, and by lowering the clearance of the Center Street Bridge up to 8 feet.

Pier placement and removal would take place under either build alternative, though the number of piers would vary. General construction activities would also be similar for each pier. Either a work trestle would be built out to the pier sites, or a barge would be used to carry the necessary machinery.

A pile driver would be used to place foundation pilings; then sheet pile cofferdams would be installed around pier sites. Bottom material would then be dredged from within the confines of the cofferdam. Pier footings would be placed about 6 feet below the river bottom. Additional excavation would be required outside the cofferdams so that riprap can be placed around the piers. Riprap reduces scour around the piers. An area about 6 feet deep and 100 feet square would be excavated around each pier for this purpose.

These activities would cause a temporary downstream zone of high turbidity and lowered oxygen. The severity of this effect would be reduced by using cofferdams, though they would not contain the excavation required for riprap. In-water work would be timed to minimize the effects of turbidity and reduced oxygen on fish populations, especially anadromous fish. According to the Oregon Department of Fish and Wildlife, that would be the period of June 1-August 31. There is no period when anadromous fish are not migrating through this area, however.

Dredged materials from pier excavation, on the order of 15,000 cubic yards, would be disposed of on land; this provision will be written into the contract. About 15,000 c.y. of fill would also be required by the project, and would come from suitable dredge spoils.

The five existing piers of the Center Street Bridge will be removed after the new piers are placed. Methods for removing the piers, to be taken down to streambed level, would be left to the choice of the contractor. Removal will be done under permit and in conformance with appropriate regulations. Considerable, although temporary, turbidity can be expected from this operation with attendant negative effects on local aquatic life and increased siltation of downstream gravels.

One beneficial effect of the new bridges is that a greater area of the river would be shaded by the wider structure in a river section where cover is very sparse.

Local scour and deposition patterns would change slightly with the build alternatives. Center Street Bridge would have 3 or 4 piers in the water instead of 5. However, yearly dredging requirements by the Regional Parks and Recreation Agency are unlikely to change.

A temporary staging area would be established on each side of the river during the construction period to be used for materials and equipment storage. On the west side this would probably be an area about 50 feet from the water's edge underneath and between the existing bridges. On the east side, a parking lot south of the Center Street Bridge would probably be used. On the west side, use of the river's edge as a storage area would partially destroy low vegetation, cause minor erosion and would temporarily degrade the site.

Floodplain encroachment would be approximately the same for both build alternatives. Floodplain encroachment would total not more than 1.3 acres for either build alternative. This would have very little effect on local flood heights or upon floodplain boundaries. A small amount of flood storage would be lost.

The floodplain effects of this project do not constitute a longitudinal or significant encroachment of the floodplain. The project is in compliance with Executive Order 11988 and does not require a floodplain finding.

With either build alternative, the Center Street Bridge would be lowered as much as 8 feet, which would reduce navigational clearance. This is unlikely to affect future river commerce in view of the lack of any recent river commerce. The bottom of the lower beam of the new bridge could be at an elevation of about 171 feet instead of the existing elevation of 178.9 feet. A new or revised Coast Guard permit will be requested.

Table 7 compares the major water-related impacts by alternative. It can be seen that in most cases impacts are the same for both build alternatives.

In summary, Alternative 1 (No-Build) would result in no new impacts on the aquatic environment. Alternatives 2 and 3 would have similar adverse impacts, with Alternative 3 being somewhat worse due to its larger scale and additional piers. Most adverse impacts associated with the build alternatives can be considered both minor and temporary in nature. Perhaps the most noticeable effect will be the potential conflict between turbidity and waterborne recreation in Wallace Marine Park. This subject is further evaluated in the Recreation Resources section. Mitigation will be employed with either build alternative to minimize adverse impacts.

Mitigation

The following measures would be taken to minimize adverse impacts on the aquatic environment.

TABLE 7

COMPARISON OF IMPACTS BY ALTERNATIVE

	Alternative 1		Alternative 2		Alternative 3	
	Center Street	Marion Street	Center Street	Marion Street	Center Street	Marion Street
In-river Piers (Low Water) - Total	5	3	3-4*	3	3-4	3
New Piers	0	0	3-4*	0	3-4	3**
Piers Removed	0	0	5	0	5	0
10-Year Peak Runoff from Bridges	6 cfs	7 cfs	12 cfs	8 cfs	12 cfs	12 cfs
Distance Bridges Lowered	0	0	8 ft.***	0	8 ft.***	0
Floodplain Encroachment	0	0	Total 1.3 ac.		Total 1.3 ac.	
Wetlands Encroachment	0	0	0.02 ac.	0	0.02 ac.	0

*Two column piers, so these piers can be viewed as being 6-8 piers in total.
**Widening (doubling in width) of existing piers.
***8 feet represents the worst case, the lowering may be less

1. In-water work would be restricted to the period June 1 - August 31, as suggested by Oregon Department of Fish and Wildlife, in order to minimize disruption of migrating fish runs.

2. Cofferdams, used in construction around bridge pier sites, would contain turbid waters during dredging operations.

3. Heavy equipment and fill would be kept out of the riverbed. Barges or work trestles would be used to carry equipment to in-water work sites.

4. Dredge spoils disposal would be on land. No spoils will be allowed to spill into the river.

5. Appropriate permits would be obtained, and contract specifications would include stipulations requiring adherance to such permit requirements.

6. Erosion control measures would be taken to reduce the entrance of runoff sediment and pollutants into the river from exposed construction areas and from the staging areas. See also Geology section.

7. Bridge piers would be designed and protected in a manner to minimize scour, debris entrapment and backwater effects.

8. Bridge ramps and other floodplain structures would be designed to allow the passage of floodwaters, and to maintain existing flooding patterns.

WETLANDS (4a)

Existing Setting:

Wetlands in the study area occupy more than 200 acres, and they are mostly willow and cottonwood swamps (see Figure 14). The wettest sites are gravel bars in the Willamette River, and these are covered by scrub willow. The most common type of wetland, however, consists of swamps on low-lying parts of the floodplain. The areas are dominated by black cottonwood, Oregon ash, and willow. The understory includes blackberry, reed canary grass, and young trees of the canopy species.

The wetlands close to the project (see Figure 14) are described in more detail than the others. The north tip of Minto Island consists of swamp and open wetlands in equal proportions. Tall cottonwoods and Oregon ash dominate the forested areas, with a blue heron rookery close to the river. (Department of the Interior (DOI) classification is: palustrine forested wetland, broad-leaved deciduous, Populus trichocarpa.) Close by are the open marshes, with reed canary grass and other low vegetation (DOI class: palustrine, emergent wetland, persistent, Phalaris arundinacea). On the steep east bank of the river, wetlands are rare. However, a short level strip with cottonwood and willow lies south of the Center Street Bridge (DOI class: palustrine, forested wetland, broad-leaved deciduous, Populus trichocarpa).

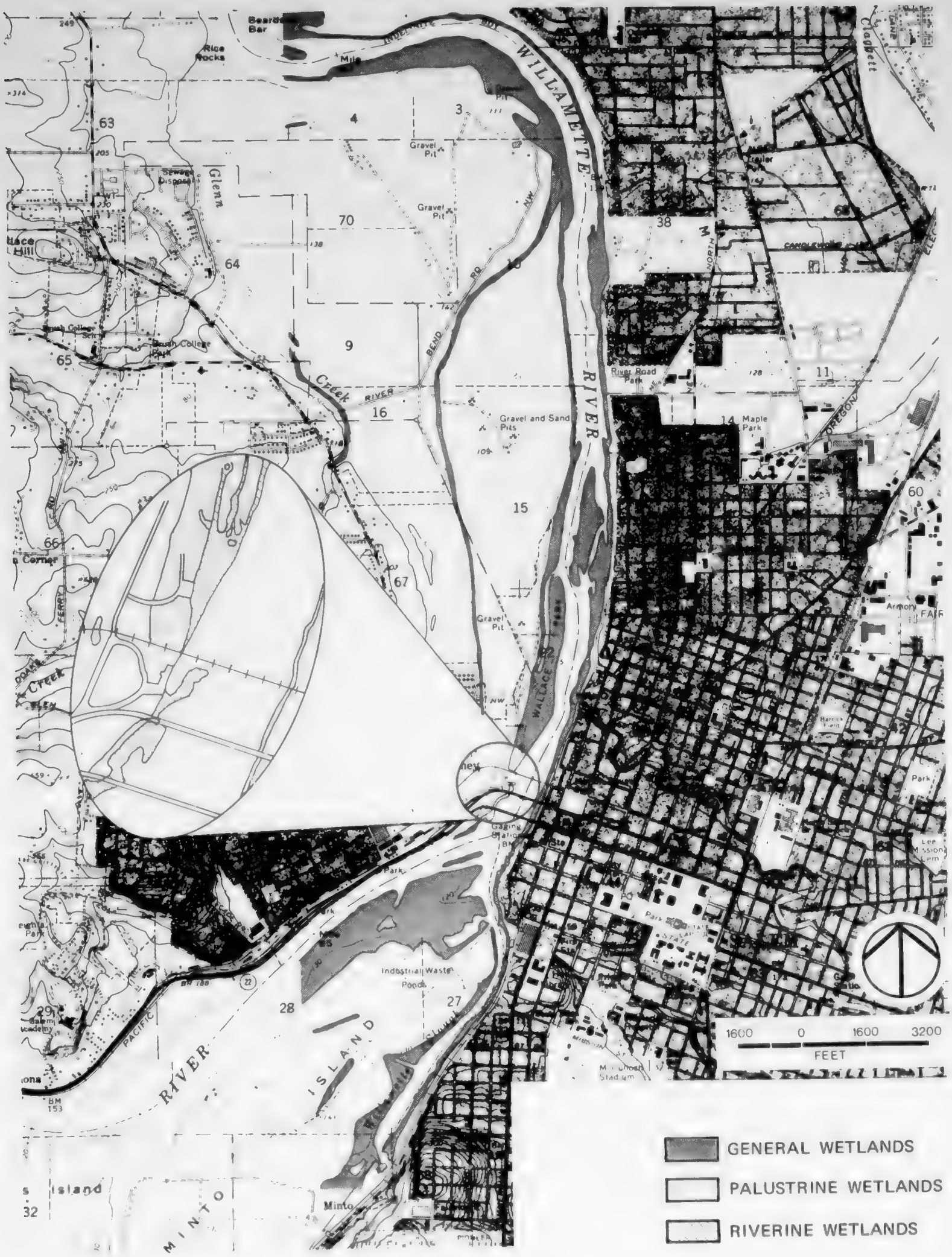
On the gently sloping west bank, small marshy patches lie close to two bridge piers. In these poorly developed wetlands, reed canary grass is typical, with a few willows also. (The DOI classification is: palustrine, emergent wetland, persistent, Phalaris arundinacea). Other wetland areas lie north of the highway bridges. West of the park access road, a shallow depression is crossed by the railroad trestle. Here, birds seek shelter in a tangle of reed canary grass, blackberry, and cottonwoods. (DOI class: palustrine, emergent wetland, persistent, Phalaris arundinacea). Farther east, a frequently flooded riverbank north of the trestle has a thicket of 20-foot willows (DOI class: palustrine, forested wetland, broad-leaved deciduous, Salix). To the north lie sizable gravel bars, which are covered with willow shrubs 5 to 6 feet high. These areas are often partly submerged during the rainy season.

Sections of unvegetated gravel bar are evident near the existing bridge crossings. These areas also have poor soil development in places (DOI class: riverine, upper perennial/lower perennial, beach/bar, cobble/gravel substrate).

Wetlands which are in the study area, but lie at some distance from the project, are also shown on Figure 14. The edges of Willamette Slough are bordered by swamps of tall cottonwoods and Oregon ash. North of the bridges occur several gravel bar areas, generally overgrown with willow shrubs. On the west Salem floodplain (i.e., floodplain area north of the bridges), several wetlands are found. An old channel curves for 2 miles through the central and northeast parts of the floodplain. Much of this is now a narrow pond, lined by willows and cottonwoods. Glenn Creek, on the west, has similar swamps. Near the Willamette River, the northeast part of

FIGURE 14

WETLANDS AT
EXISTING BRIDGE SITES



the floodplain contains a sizable swamp of Oregon ash and black cottonwood. The wettest locations have willows, while a few areas remain open, with grasses. The old gravel pits here have not generally developed true wetland character.

The wetlands within the study area serve a variety of functions. Most of them act as temporary reservoirs for floodwaters, and as groundwater recharge areas. The Minto Island swamps are excellent habitat for waterfowl, including great blue herons, ducks, and geese. Many deer and smaller mammals also frequent the area, which is part of a wildlife refuge. Other wetland uses include cattle pasture, firewood supply and gravel supply. Recreational uses include hiking, fishing, and birdwatching. On Minto Island, bicyclists and runners use the special trails. The general significant of the wetlands is based on their role in flood mitigation, wildlife habitat, natural resources, and recreation. In addition, the swamps provide green open spaces close to an urbanized area.

Impacts

The direct impacts of the selected alternative on wetlands will be very small (approximately 1500 square feet). At the west end of Marion Street Bridge, a pier will be constructed south of the present one, requiring an excavation of 33 feet by 21 feet (see Figure 14a). This wetland area is mostly gravel and riprap, with a few small willows. The value of this wetland for purposes of wildlife habitat, flood control, and recreation is low. Little wildlife is seen here, except for rock doves.

The other direct impact on wetlands occurs at the west end of Center Street Bridge, where a 36 foot by 21 foot excavation will be made to replace a pier. This area has a diversity of vegetation, dominated by reed canary grass and a few trees (willow, creek dogwood, and black cottonwood). A tangle of blackberry extends west from the pier site. Close to the pier there is mostly riprap and sparse vegetation. Wildlife observed here includes golden-crowned sparrows in the brush, and rock doves and killdeer along the shore. The area has moderate value in comparison with other wetlands of similar size.

The two wetland impacts described are not significant, for several reasons. The areas are small, emphemeral, subject to disturbance, and of limited value as wetlands. Much of the present surface material is artificial, and the areas are also affected by annual dredging. Natural processes will tend to restore their condition if disturbed.

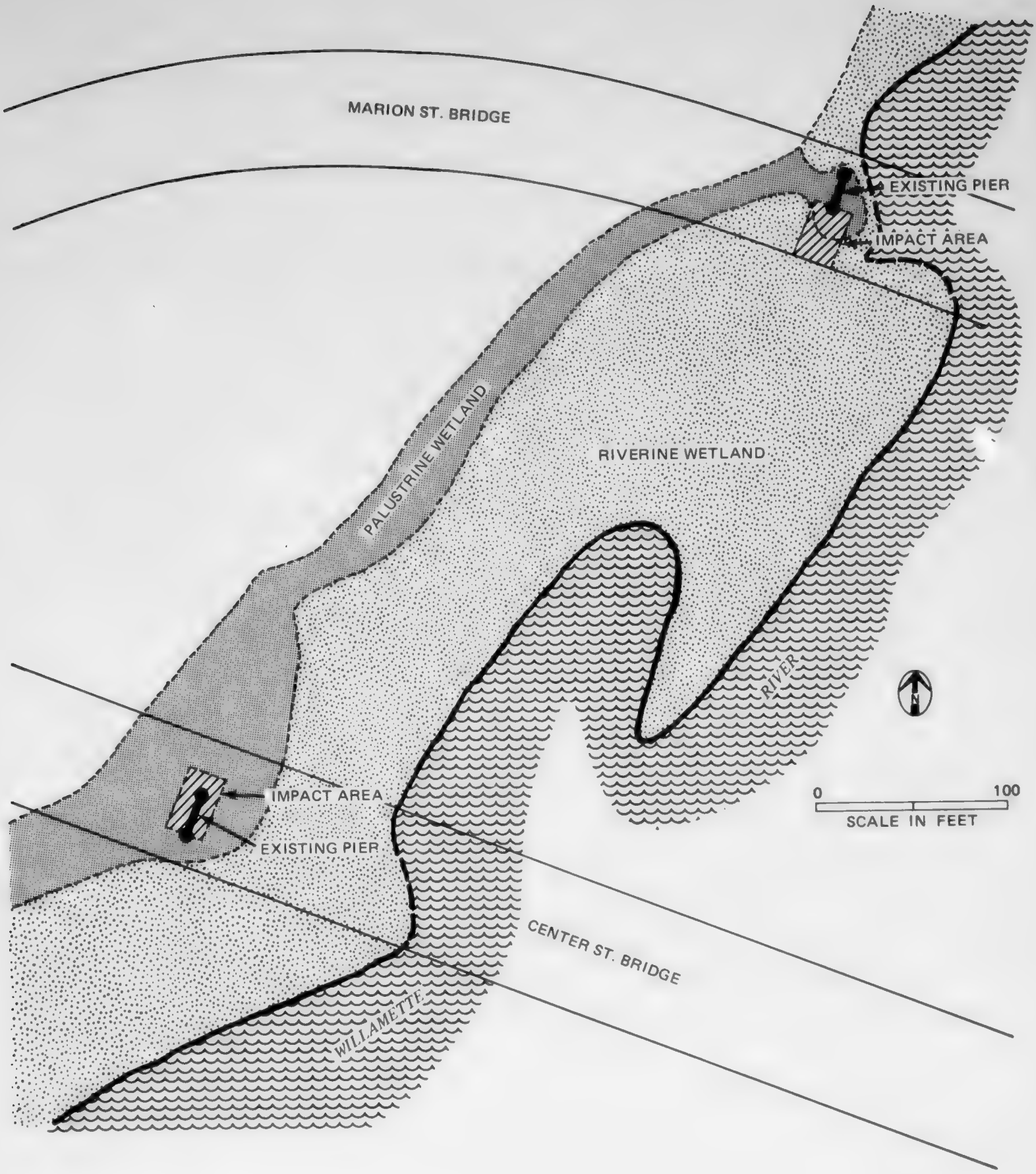
A short-term impact will occur during construction, when part of the west bank will be used as a staging area. Vegetation and soils will be disturbed.

Mitigation

No specific mitigation is proposed for the insignificant direct impacts on wetlands. These areas, which now contain riprap, gravel, and sparse vegetation, will develop their present character again. Riprap will be placed at the bases of the new piers, and natural stream processes will

FIGURE 14a

WETLANDS IMPACTS



reshape the beach materials found here. However, on the bank, any trees removed will be replaced. Impacts on the area used for staging will also be mitigated as explained in the Water Quality Section.

Coordination

This project was discussed and coordinated with the U.S. Fish & Wildlife Services. In agreement with the Ecological Services division of the U.S. Fish and Wildlife Service, it was determined that a project of this type did not need a field review.

Wetlands Finding

This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located in the proposed Federal-Aid highway project, and that the highway proposal includes all practicable measures to minimize harm to the wetlands which may result from such use. This finding is made in accordance with the requirements of Executive Order (E.O.) 11990 on the Protection of Wetlands, dated May 24, 1977.

Alternatives to Construction in Wetlands

This project involves replacing one bridge and widening another. The wetlands impacts are very minor and result from using existing bridge pier sites. If these small wetland impacts are to be avoided, then much more elaborate structures would be needed, along with new bridge approaches. Even with a long-span bridge that uses no supports in wetlands, there would be some wetland impacts related to the removal of existing piers. Building two new structures to avoid all wetlands impacts would, in this case, be imprudently costly and not practicable in view of the negligible gain for wetlands.

Minimization

Wetlands impacts have been reduced by making use of present pier locations in wetlands. One pier will be replaced, and another added on to. These activities will cause less impact than building piers in new locations. As the affected wetlands are naturally subject to frequent change, they will tend to revert to their original condition over the long run. The part of the wetland area which will be permanently lost is only 150 square feet of emergent wetland, the other areas will only be temporarily disturbed.

Conclusion

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

BIOLOGY (5)

Existing Setting

The study area used to analyze biological concerns in the project vicinity is mostly contained in a rectangle extending 2,000 feet north and south of the bridges and spanning 2,850 feet in width. The exception to this geometrically enclosed area is the inclusion of the northern extension of Wallace Marine Park on the west bank of the Willamette River. The total area, then, included 347 acres, 115 of which are aquatic (see Figure 15). Aquatic habitat has been discussed under Water Quality.

There are three distinctive, non-aquatic biologic communities in the study area. They result largely from the kind and intensity of land use. They are 1) the urban community, 2) the grassland-agriculture community, and 3) the riparian (streamside) community. Their relative abundance is 39%, 32% and 29% of the study area, respectively. It should be noted, however, that these communities are not homogeneous but are composed of various characteristic habitat associations in varying proportions (see Table 8).

The three communities support 83 species of wildlife in the project vicinity. They include 24 species of mammals, 48 species of birds and 11 species of amphibians and reptiles.

Special Environmental Features

The Heronry. There is a Great Blue Heron rookery located near the downstream tip of Minto Island, just south of the northern boundary of the Brown Island-Minto Island Wildlife Refuge (State). The 14 nests of the heronry are located in tall, black cottonwood trees. The nests range from 60 to 78 feet above ground and are clustered in an area of approximately one quarter acre.

The heronry has remained active despite a history of considerable past and continuing urban disturbance:

1. ORE 22 passes within 850 feet of the heronry.

2. The Center Street Bridge approaches are within 1350 feet.

3. A kraft paper mill is located within 750 feet.

4. Log storage activities were conducted on Willamette Slough within 200 feet of the heronry until 1964.

5. In 1977 the Center Street Bridge underwent major modification, 1900 feet away from the heronry.

6. Front Street, a major arterial is situated within 1250 feet.

7. During warmer weather there is extensive recreational water traffic near the heronry each year.

FIGURE 15

THE STUDY AREA, BIOTIC COMMUNITIES, AND SALIENT FEATURES

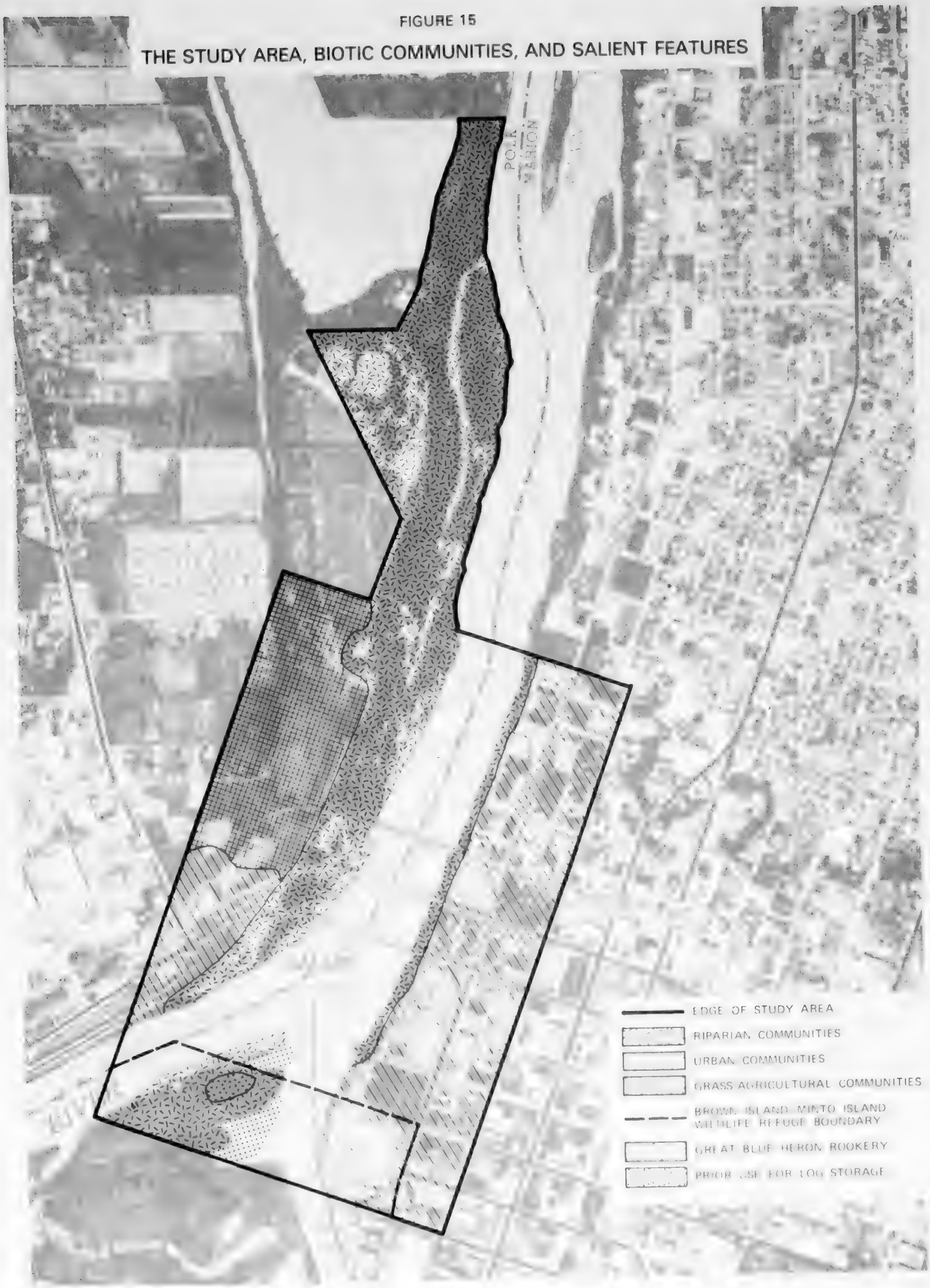

EDGE OF STUDY AREA
RIPARIAN COMMUNITIES
URBAN COMMUNITIES
GRASS AGRICULTURAL COMMUNITIES
BROWN ISLAND - MINTO ISLAND WILDLIFE REFUGE BOUNDARY
GREAT BLUE HERON ROOKERY
PRIOR USE FOR LOG STORAGE

TABLE 8

COMMUNITIES, HABITAT ASSOCIATIONS, HABITAT VOLUMES,* AND HABITAT IMPACTS

Community & Habitat	Strata A Height	Strata A Density	Strata B Height	Strata B Density	Strata C Height	Strata C Density	Strata D Height	Strata D Density	Habitat Volume Per Acre (Acre Feet)	Community Areas (Acres)	Impacted Long Term Loss ac./ac. ft.	Impacted Short Term Loss ac./ac.ft.
A. Urban Community												
1. Barren	0	0	0	0	0	0	0	0	0	59		
2. Lawns & Ground Cover	0	0	0	0	0	0	0.3	1.0	0.3	5	0.6/0.2	
3. Oldfield	0	0	0	0	3	0.2	1.5	1.0	2.1	3		
Subtotals										67	0.6/0.2	0.0
B. Grassland Community												
1. Barren	0	0	0	0	0	0	0	0	0	8		
2. Lawns	0	0	0	0	0	0	0.3	1.0	0.3	22		
3. Oldfield & Brush	0	0	25	0.1	5	0.3	2	0.9	5.8	10		0.2/1.2
4. Orchard	0	0	15	0.4	0	0	0.5	0.6	6.3	14		
5. Grain	0	0	0	0	0	0	1.5	1.0	1.5	2		
Subtotals										56	0.0	0.2/1.2
C. Riparian Community												
1. Mature Forest	90	.6	51	0.3	18	0.2	2	0.4	73.7	60		
2. Parkland	90	.6	0	0	0	0	.3	1.0	54.3	11	0.4/22	
3. Sapling Thickets (3 Types)	0	0	35	0.8	12	0.2	1	0.1	30.5	11	0.8/24	
4. Canary Grass	0	0	0	0	0	0	4	1.0	4.0	2		
5. Playing Field & Lawns	0	0	0	0	0	0	0.4	1.0	0.4	10		1.2/0.5
6. Barrens	0	0	0	0	0	0	0	0	0	15		
Subtotals										109	1.2/46	1.2/0.5
Total Study Area Excluding Aquatics										232	1.8/46	1.4/1.7

*Habitat volume is not commonly used among biologists nor is its biological value commonly accepted. In spite of this, we believe the concept is a useful one, conveying a better understanding of the nature of habitat type conversion and direct loss in terms of "wildlife living space" to be lost or gained.

Hence, in our judgment, construction activity from either Build Alternative, which would be about 1900 feet away, will not have a measurable effect on the heronry.

Wallace Marine Park. Wallace Marine Park extends along the west bank of the Willamette River a distance of approximately one mile, but it has approximately 7200 feet of shoreline, subject to variation with river fluctuation. Approximately 68 acres in area, the park is the largest parcel of riparian community in the project area.

From its southerly end, under the Center and Marion Street Bridges, to its northern end, the habitat within the park reflects a general trend from moderate to high intensity land use modification to a nearly unmodified state. The habitat within the park is thus extremely diverse with respect to the habitat types represented and to the mixture of individual habitat units (see Figure 16). Eight of the thirteen habitat types found in the project area are also found in Wallace Marine Park. Three of these types are found only in the park or in the heronry on Minto Island. Seventy of the eighty-three species of wildlife in the study area (84%) occur in the riparian community most of which is found in the park. For information related to the structure, areas, and anticipated impacts to habitat of the park refer to Table 8.

Impacts

General

Direct habitat loss (or gain) changes the living space and the energy (food) resources for wildlife so that the existing carrying capacity is changed to suit new conditions. Unaffected habitat, however, will still be suited to the same species it supported before the direct loss occurred.

Habitat type conversion, on the other hand, may not change the carrying capacity but by changing the elements of habitat a change occurs in the species which can survive under the altered conditions. Subsequently natural succession may return the parcel of land to its original condition, given enough time.

Most construction projects cause both direct habitat loss and habitat type conversion so that the impact to existing fauna is both qualitative and quantitative.

Construction Impacts (Wallace Marine Park)

Widening the bridges will require construction activities in an area extending approximately 50 feet on either side of the bridges. Within this construction zone of 4.5 acres 42% is now bare earth used as road and parking; construction activity should have no adverse effect on this land.

Twenty-seven percent of the construction zone is mowed lawn; this would become barren during construction. Reestablishment of this area would require less than six months following construction.

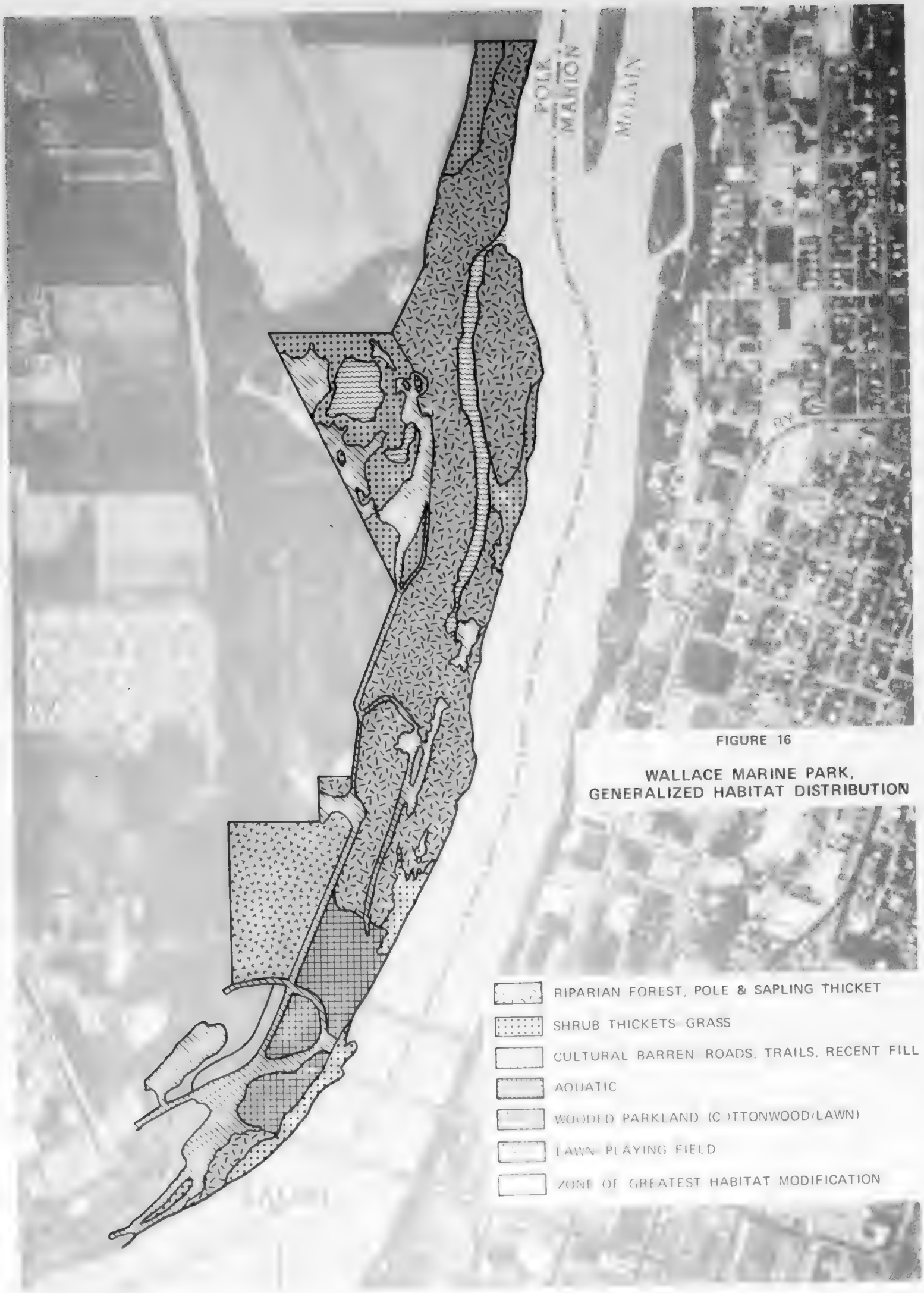


FIGURE 16

WALLACE MARINE PARK,
GENERALIZED HABITAT DISTRIBUTION

Eighteen percent of the land is a maple pole thicket (bigleaf maple/Himalaya berry) whose oldest members are approximately thirty-five years old. This area would be cleared during construction of Alternative 3. Following construction twenty to thirty years would be required for regeneration to approximate existing conditions. Regeneration would be expected under natural conditions but the process will be accelerated through landscaping.

Nine percent of the land is in mature black cottonwood parkland (cottonwood/maple/lawn). The mature trees that are located in the construction zone would be avoided and their survival protected from above and below ground damage. Since some of these trees predate the existing bridges, it appears they were successfully protected in the past.

Most wildlife in the wooded parkland is found above the ground among the tree crowns or below the ground in the soil. Hence a temporary increase in use of other park area resulting from the closure of the construction zone will have little effect on wildlife use of this area.

Longer-Term Impacts

Impacts which would result from the build alternatives are essentially the same. Habitat loss and habitat conversion impacts are shown in Table 8. A long-term loss of 1.8 acres would occur in which 0.6 acre of grassland and ivy would be irreversibly lost while 0.4 acre of cottonwood/maple/lawn and 0.8 acre of maple/Himalaya berry thicket would be lost pending regeneration.

Losses in terms of habitat volume are as follows: 1) long-term irreversible loss equals 0.2 acre-feet, 2) long-term reversible loss equals 46 acre-feet, and 3) short-term loss equals 1.7 acre-feet.

Other conclusions reached in this study are:

1. The carrying capacity of the construction zone would be reduced for 13 species of wildlife. The effect would be greatest on the four species found only in the affected habitat.

2. No change is anticipated in the species composition of the construction zone or the study area.

3. No change is expected in existing road kill conditions regardless of the alternative selected.

4. No adverse impact is anticipated for the heron rookery.

5. No adverse impacts are expected to occur to the Brown Island-Minto Island Wildlife Refuge.

6. There are no Threatened or Endangered Fauna affected by any of the alternatives. (Coordination with the U.S. Fish and Wildlife Service under the procedures of the Endangered Species Act, as amended, revealed that no listed or proposed species are present in the project area.)

It is concluded, therefore, that the impacts to wildlife of the selected alternative are not severe, and that the predicted impacts could be more than offset by landscaping measures to be taken upon project completion.

Mitigation

The choice of widening or reconstructing the existing bridges rather than constructing new ones in another corridor already minimizes wildlife impacts by restricting those impacts to land already similarly impacted.

Several additional measures will be taken to reduce harm. These include:

1. Avoiding to the greatest extent possible the destruction of trees in the parkland area between the bridges, installing temporary protective fence or barriers outside the drip line of trees near or in the construction zone, prohibiting the storage or stockpiling of materials or equipment beneath the drip line of these same trees.

2. Retaining topsoil from earthmoving for later landscaping.

3. After construction, redistributing topsoil in the construction zone, taking care not to spread the topsoil over the root systems of trees.

CULTURAL RESOURCES (6)

This section identifies the properties in the project affected area which have historic or archeological significance. These properties include buildings, sites or districts which are listed, nominated, or considered eligible for nomination to the National Register of Historic Places. Figure 17 gives the location of historic properties in the project area.

Existing Setting

Historic Resources

Background

Salem dates its founding from 1840, when the principal station of the Methodist Mission was relocated on Mill Creek, and the Indian Manual Labor Training School was established by missionaries in the following year. The town was laid out in 1846, partly as a means of supporting the Methodist sponsored academic enterprise which evolved ultimately as Willamette University.

In 1851 the Oregon Legislature named Salem the Territorial capital, but the designation did not become a reality until 1855. With the advent of Statehood, in 1859, Salem was the undisputed capital. The town's early growth owed equally to higher education and politics. Moreover, the town's situation on the Willamette River facilitated commerce. Flour and woolen mills were among the earliest manufactories to be established. Business enterprises lined Commercial Street, which paralleled the Willamette River one block east of Front Street on the east bank. Always a waypoint along the main corridor of travel up and down the broad Willamette Valley, Salem was reached by the Oregon and California Railroad in 1871, and a new and faster age of commercial growth was ushered in. Lumber and paper mills were added to woolen and flouring industries, the iron foundry, banking and retail enterprises. Thereafter, Salem was the center of growth and activity in the mid-Willamette basin.

Properties Eligible for the National Register

There are no properties in the project area presently listed on or nominated to the National Register. Four individual properties and a proposed district are, however, located in the project area and have historic significance:

1. Andrew T. Gilbert House, 116 Marion St., N.E., 1890. (See Figure 18.) Determined eligible for nomination to the National Register by the State Historic Preservation Office (SHPO) and the Keeper of the National Register, U.S. Department of the Interior. (Evaluated under Section 106 of the National Historic Preservation Act; Advisory Council on Historic Preservation (ACHP) concurred with finding of no adverse effect.)

FIGURE 17

SALEM BRIDGES PROJECT
LOCATION OF HISTORIC PROPERTIES

CENTER AND MARION STREET BRIDGES

PROPOSED RAMPS

FRONT STREET BYPASS (Presently under construction)

HISTORIC PROPERTIES

1 GILBERT HOUSE, 116 Marion St. N.E.

2 WILSON HOUSE, 434 Water St. N.E.

3 MARION SQUARE PARK

4 COMMERCIAL BUILDING, 345 Commercial St. N.E.

5 PROPOSED COMMERCIAL STREET HISTORIC DISTRICT

FIGURE 18

THE GILBERT HOUSE, 116 MARION STREET

ABOVE: Front elevation of house from Marion.
BELOW: View from corner of Marion and Water streets, showing detail of western elevation.

2. Joseph G. Wilson House, 434 Water St., N.E., Circa 1860. Determined eligible for nomination to the National Register by SHPO. (Property not affected by project.)

3. Marion Square Park, platted in 1846. Determined potentially eligible for the National Register by SHPO. (Determination of eligibility submitted to the Keeper of the National Register; evaluated under Section 106 of the National Historic Preservation Act; ACHP concurred with finding of no adverse effect.)

4. Commercial Building (Union Gospel Mission and Chapel), 345 Commercial St., N.E., circa late 19th century. Although extensively modernized, this building's vintage and cast-iron facade pilasters warrant its potential consideration for the National Register at a future time. (Project would not affect the property).

5. Proposed Commercial Street Historic District. (see boundaries in Figure 17.) Contains Salem's greatest concentration of late 19th and early 20th century commercial architecture, fourteen structures of primary signficance, seventeen of secondary significance. (Considered eligible for nomination by SHPO; not affected by the project.)

Non-Eligible Properties

In the opinion of SHPO and this agency, the Marion Street Bridge (constructed in 1952-53), the Center Street Bridge (footings and piers constructed in 1917-18, supporting deck reconstructed in 1927 and again in 1974-74), and the nine one-story frame cottages, circa 1930, between the Gilbert House and the Wilson House on Water Street, N.E., do not meet the eligibility criteria for the National Register.

Archeological Resources

The general area of the project was originally occupied by tribes of the Calapuyan Indian family. The project construction would occur on land disturbed by extensive urban development and other factors. The potential for discovery of prehistoric archeological sites is nil. An archeological reconnaissance survey will not be required prior to construction, a judgment concurred in by SHPO.

If evidence of archeological sites (either prehistoric or historic) is found during construction, construction activities will cease and the Oregon Museum of Anthropology, University of Oregon, Eugene, will be notified. Construction activities would resume only after all archeological procedures and salvage or recommended mitigation measures have been completed.

Impacts

Of the historic properties identified in this section, only the Gilbert House and Marion Square Park would be affected in any way by potential project construction. Because of their eligibility for the National Register a statement of findings was prepared, as is required by the National Historic

Preservation Act of 1966 (36 CFR 800), Executive Order 11593 and the Federal Highway Administration Program Manual 7-7-2. Both the criteria of effect and the criteria of adverse effect (36 CFR 800.3) were applied to the Gilbert House and Marion Square Park according to their involvement with each of the build alternatives. Only a summary of findings is presented here. (The full Cultural Resources Report, which is available upon request from the sources listed at the beginning of this document, should be consulted for the full statement of findings.)

Summary of Evaluation of Effect

Alternatives 2 and 3 affect the properties by indirectly changing or causing changes in the setting of the properties. These changes include: a) modifications of the traffic patterns and volumes on streets flanking the historic properties, b) potential changes in air quality and noise levels in the project area, c) modification of the visual setting of the properties; and d) for the Gilbert House and under Alternative 3 only, modification of vehicular access (see Figure 19). Alternative 3 has a greater total effect than Alternative 2. No alternatives require any property acquisition from either the Gilbert House or Marion Square Park.

Summary of Evaluation of No Adverse Effect

Alternative 2. This alternative would indirectly affect the properties through modified traffic patterns with the proposed Front Street ramps and a third Marion Street Bridge lane. Greater volumes of traffic would also be facilitated by these improvements.

Additional traffic would bring about higher noise levels; levels would increase 2-4 dBA, depending upon receptor and location, by the year 2000. Increases cannot be totally attributed to Alternative 2, however. Some increases result from "normal" traffic growth and some would be attributable to the upcoming Front Street Bypass project. The Gilbert House would meet standards for its proposed use (as a restaurant) but Marion Square Park would slightly exceed standards for park use (it does so now). Furthermore, mitigation has been investigated and found not feasible (see Noise section).

Air quality would decline temporarily but not significantly during construction. It would improve progressively after construction and standards would be maintained.

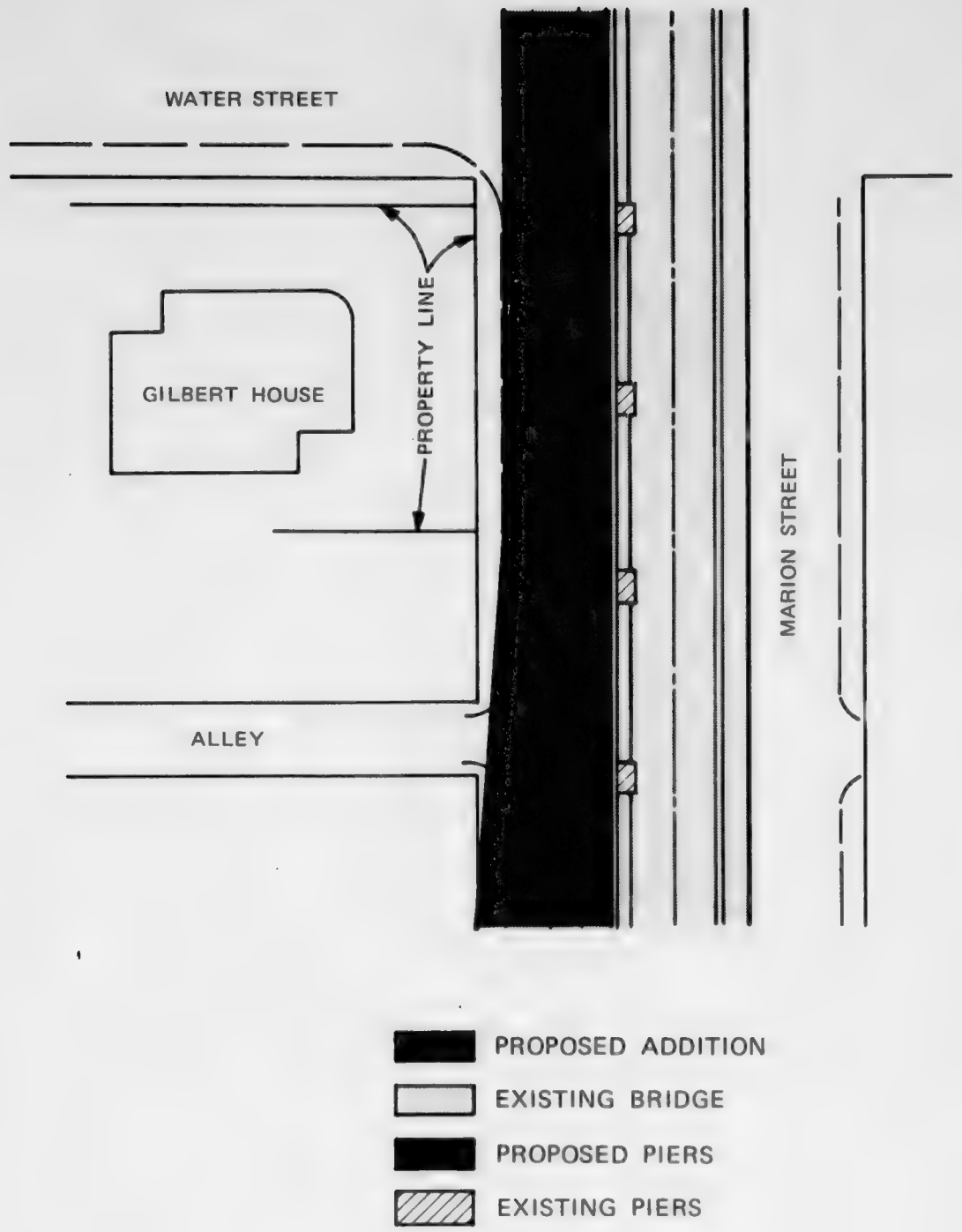
Visual and aesthetic qualities of the properties would remain essentially unchanged.

Alternative 3. Impacts resulting from Alternative 3 would be similar to Alternative 2, but they would be somewhat more extensive. Alternative 3 would affect the properties by modifying traffic patterns. The Front Street ramps would be added as would an additional lane from Marion Street to the bridge and two more lanes on the bridge. Traffic increases would ultimately exceed those from Alternative 2 (see Traffic section).

Higher noise levels would result; they would be somewhat higher than with Alternative 2, but differences would be imperceptible. Increases would still be 2-4 dBA.

FIGURE 19

ALTERNATIVE 3
STRUCTURE AND PIER PLACEMENT



Air quality would decline during construction. If a detour is used, as one may be with Alternative 3, air quality standards (CO) could be violated temporarily, but this is not expected. Post-construction air quality would improve over present conditions.

Access to the Gilbert House would be slightly modified. The primary access from Water Street would remain unchanged, but secondary access from Marion Street would be made somewhat more difficult by the placement of additional piers in the roadway.

Visual and aesthetic qualities of property abutting the Gilbert House would also be changed. Under existing conditions the nearest bridge pier is located in the Marion Street roadway approximately 28 feet north of the property line and 55 feet in front of the house. Adding two lanes lanes to the Marion Street Bridge would extend the bridge deck 15 feet closer to the Gilbert House and would require new piers south of and in line with the existing piers (see Figure 19). The closest pier, would then be approximately 18 feet from the property line and 45 feet from the house front. These pier placement measurements are based on the preliminary design for the Marion Street Bridge.

During final design, cantilevering of the new bridge deck will be investigated to allow placement of the piers farther from the Gilbert House property. The new piers will be identical in shape, spacing, and materials as those of the existing bridge. If feasible and appropriate, landscaping will be installed to screen or soften additional pier lines. The additional bridge overhang will increase the opportunity for covered parking, which is proposed under the bridge.

Final design plans for the bridge will be reviewed by SHPO for compatibility with the Gilbert House and Marion Square Park.

Summary of Finding of Effect

Alternative 1. The no-build alternative has no effect.

Alternative 2 and 3. The Federal Highway Administration (FHWA), Oregon Department of Transportation (ODOT) and the State Historic Preservation Office (SHPO), concur that Alternatives 2 and 3 of the proposed project would have an effect on the Gilbert House and Marion Square Park. These same agencies are also in agreement that application of the criteria of adverse effect (CFR 800.3) results in a determination of no adverse effect.

The record of coordination with, and concurrence by the State Historic Preservation Officer and the Advisory Council on Historic Preservation regarding the finding of no adverse effect on the Gilbert House and Marion Square Park are found in the appendix. The Advisory Council concurred with the finding of no adverse effect for Alternative 2 on January 24, 1980 and for Alternative 3 on March 31, 1980.

RECREATION RESOURCES (7)

The purpose of this section is to assess the effects of the proposed project on public parks and recreation sites.*

Existing Setting

Project Vicinity (Salem Urban Area)

The Regional Parks and Recreation Agency of the Mid-Willamette Valley (RPRA) administers a comprehensive park and recreation system for the Salem urban area. The existing and proposed public parks in the project vicinity are shown in Figure 20. These parks are identified as either neighborhood, community, large urban, or mini-parks. Schools and other special use facilities are also indicated.

There are four large urban parks in the City of Salem, of which Cascade Gateway is the largest (101 acres). Other large urban parks are Bush's Pasture Park (93 acres), Minto and Brown Island Regional Park (80 acres) and Wallace Marine Park (68 acres). There are presently four community parks and thirty-six neighborhood parks in the Salem Park System.

In planning for the future, the Regional Parks and Recreation Agency prepared the Park and Recreation Technical Study for Salem and the Urban Growth Area (1978). The plan has an inventory of existing parks and recreation areas, as well as recommendations for futher park development and acquisition to meet the urban area's needs by 1990. By 1990, an additional 28 acres of neighborhood parks, 239 acres of community parks and 84 acres of large urban parks are needed.

Project Area

Three City of Salem public parks are located adjacent to or within the project area. A new development is also proposed in this area which could include some park land. Marion Square Park and the proposed riverfront development are located on the east bank of the Willamette River. Wallace Marine Park and Edgewater Parkway are on the west bank. These parks and the proposed development are all within the Willamette Greenway.

Marion Square Park

This 3.2-acre square is bounded by Marion, Front, Union, and Commercial Streets. The RPRA classifies the park as a special use facility. The park contains grassy open area, a children's playground (swings, slide, monkey bars, and merry-go-round), ten picnic tables, benches, pathways, a water fountain, and restroom building (Figure 21). One of the major features of the park is the stand of 48 old Douglas firs which dominate the skyline.

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*Please refer to 4(f) Determination at end of FEIS for additional information on recreation resources.

FIGURE 20

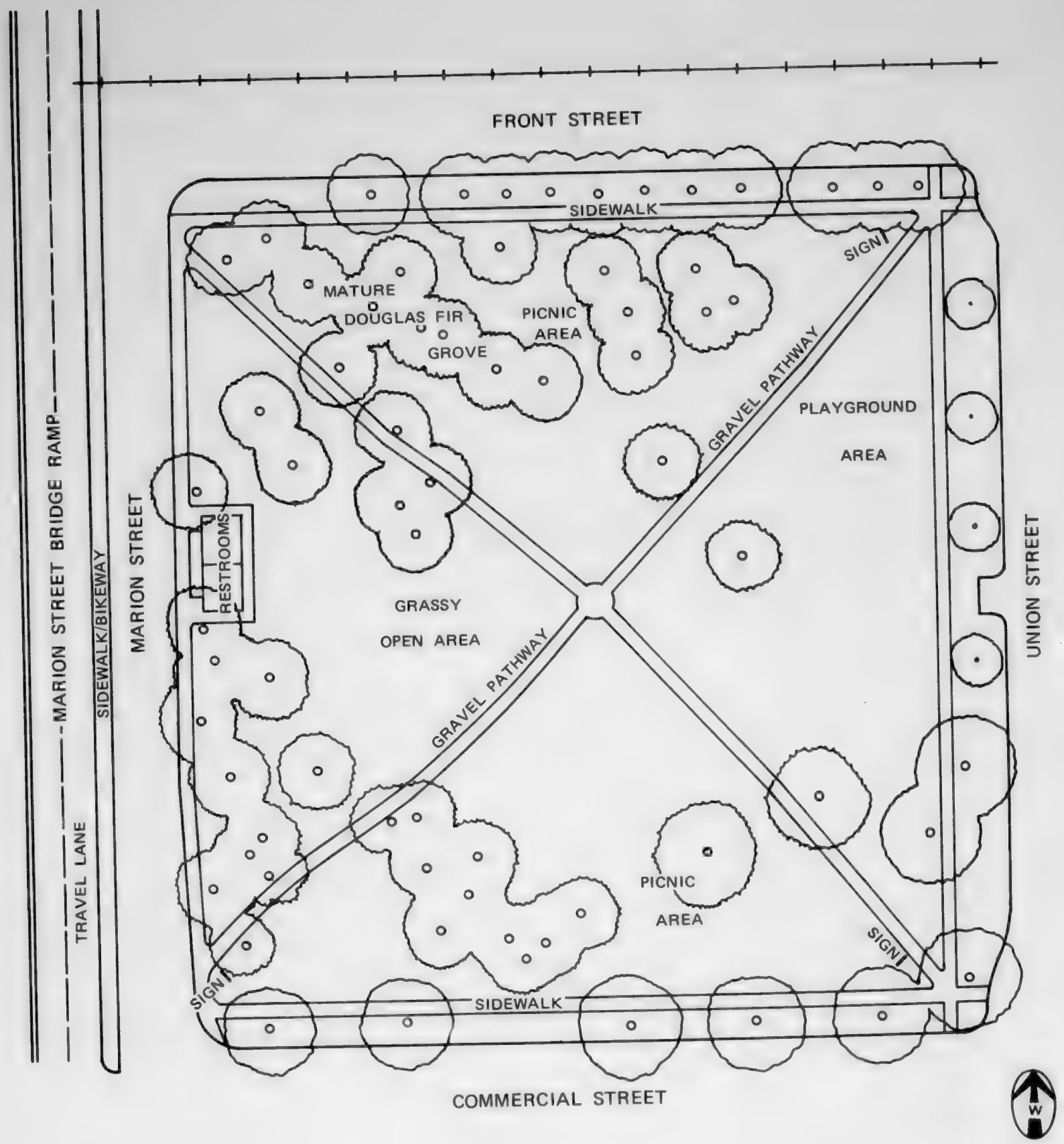
EXISTING AND PROPOSED PARKS AND RECREATION SITES IN THE PROJECT AREA

EXISTING	PROPOSED	
♦	◊	NEIGHBORHOOD PARK
■	□	COMMUNITY PARK
⬢	⬡	LARGE URBAN PARK
▣	▣	SPECIAL USE FACILITY
▲	△	SCHOOL
●	○	COUNTY OR STATE PARK

SOURCE: Regional Parks And Recreation Agency Of The Mid Willamette Valley, "PARK AND RECREATION TECHNICAL STUDY FOR SALEM AND THE URBAN GROWTH AREA," Salem, April 1978

FIGURE 21

MARION SQUARE PARK (EXISTING)



SOURCE: Regional Parks and Recreation Agency, 1979.
NOTE: This is a generalized map of the park. Tree locations in particular, are not accurately represented.

These trees, located randomly throughout the park, are over 130 years old, having been about 20 feet tall when the park was originally platted. Natural storms have decimated many of the trees in the original grove. The mature trees are a landmark that can be seen from many parts of the downtown.

Marion Square Park is one of the oldest parks in Salem and the State of Oregon. The land for the square was platted in 1850, seven years prior to the incorporation of the City of Salem. It was centrally located and proximal to the river. Because of its age and continuing role as a public square in Salem, the park enjoys a great deal of historical significance.

In recent years, the park has been in a period of transition. The traffic in the downtown area and decreasing residential use of properties adjacent or near the park have decreased the use of the park. Few children now live near the park. The park is frequented today mainly by the transient population. Their drinking spots, living establishments, and farm labor hiring hall are all located nearby. The park now serves primarily as a visual amenity or open space, but is worthwhile for this purpose alone. It is the only existing public park in the downtown core area.

In the future, Marion Square Park may play an increasing role in the city's park system. New development downtown may revitalize the park's general area. Marion Square Park would connect with the downtown riverfront development. The Front Street Bypass is being constructed to the west side of the park, thus reducing traffic on the east side.

Proposed Riverfront Development

The Riverfront-Downtown Renewal Plan, adopted by the City of Salem in 1975 and amended in 1978, proposes to develop public open space areas and compatible private uses along the east bank of the Willamette River. The riverfront site, 13.5 acres between Union and Court Streets, is cut off from the rest of the city by Front Street. A development plan for the riverfront in the Willamette Greenway is shown in Figure 22. This area is designated for parks and open space in the Central Salem Development Plan (CSDP). The City of Salem presently owns about 70 percent of the riverfront site.

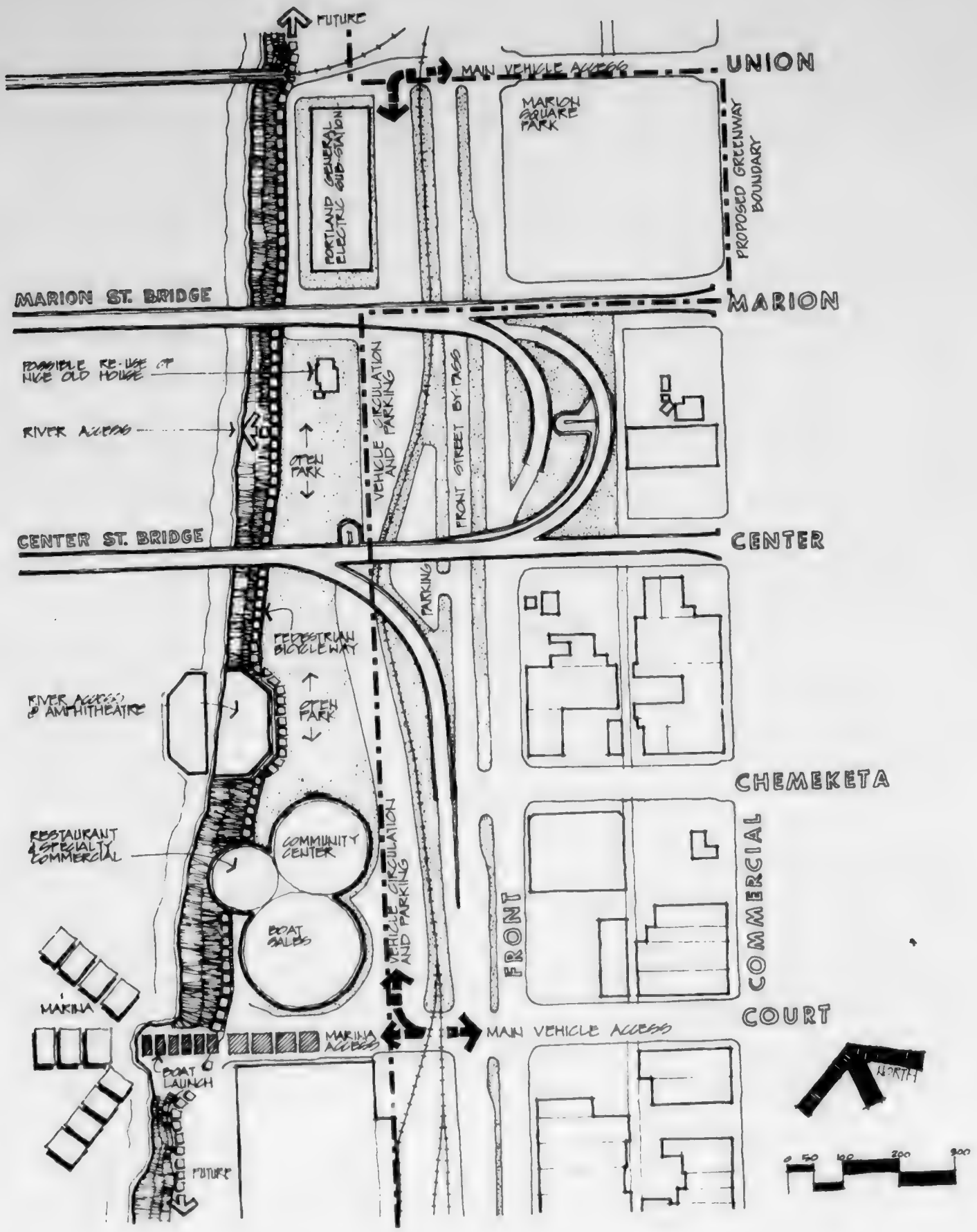
Exactly what the city plans for the riverfront is undecided. Recent proposals, in addition to those shown on Figure 22, include a trio of restaurants, a large expanse of open space, a parking structure with shops, apartments, and condominiums, and a municipal swimming pool. Water-oriented facilities would be emphasized on the site. Dedication of the area as a public park (such as Marion Square) is not one of the present proposals. The development of the riverfront poses a difficult choice because of the relatively small area and the barrier effect of the Front Street Bypass. The City of Salem is expected to act soon on a final development proposal.

Wallace Marine Park

Wallace Marine Park, a large urban park, is significant in the park system for its water based recreational activities on the Willamette River. It is the only public park in Salem with boat launching facilities. City owned park property contains 68.31 acres along the west bank of the river. The Oregon State Highway Division has another 9.3 acres of highway right-of-way under and between the bridges and south of the Center Street Bridge.

FIGURE 22

DEVELOPMENT PLAN FOR THE WILLAMETTE GREENWAY



SOURCE: City of Salem, Urban Renewal Agency, "RIVERFRONT - DOWNTOWN URBAN RENEWAL PLAN", May, 1975 (Amended 1978).

This property is functionally a continuation of Wallace Marine Park, and it is leased on a 25 year basis to the City for park purposes. The property contains no development and is used primarily for overflow parking and access to the river.

Wallace Marine Park provides diverse recreational activities, including picnicking (10 picnic tables - 1.35 picnic acres), open plan (1.5 acres), field game area (two ballfields with back stop and soccer field goal post - 1.8 acres), walking and hiking trails (1,579 feet), a 300-foot swimming bay, 0.3 acre beach, boating and water skiing (4 lane boat ramp), fishing, floating dock and horseshoe area. The park also contains paved and unpaved access roads, parking lot and restrooms (see Figure 23). The most intensively developed and used portion of the park is between the Marion Street Bridge and the Southern Pacific Railroad trestle.

Wallace Marine Park is one of the most heavily visited parks in Salem. A traffic counter at the park indicates that the average number of monthly vehicle trips into the park is about 14,000. In the peak summer months, as many as 47,000 vehicles enter the park in a month. These counts do not include bicycle or pedestrian use, nor are visitor counts available by recreational activity.

Early development in the park, which was founded in 1952, was swept away or severely damaged in the 1964 flood. Limited funds made reconstruction slow. Not until 1966 did the reconstruction project between Marion Street Bridge and the railroad get underway. This project was greatly aided by a grant from the State Marine Board. More recently permanent bank stabilization (concrete terracing), a boat launch facility, and a courtesy dock have been completed. The courtesy dock and bank stabilization projects were accomplished through federal matching funds from the Land and Water Conservation Fund Act of 1965 (as amended). These funds are administrated by the Heritage Conservation and Recreation Service (formerly Bureau of Outdoor Recreation), U.S. Department of the Interior. State marine Board funds were also used for this development.

As indicated, portions of Wallace Marine Park are within the flood plain and subject to periodic high water. Site topography is relatively flat with gently sloping terrain toward the river. The park contains a pebble beach along the river.

The master plan for Wallace Marine Park is shown in Figure 24. The plan includes an intensification of development in the park and expansion of facilities westward and northward. No developments are planned on state-owned right-of-way. Among other things, the plan provides for a new access to the park. The existing access on Musgrave Lane poses a traffic problem of entrance to and exit from the park from Wallace Road because of the four lanes of traffic in that area and the number of desired turning movements.

Edgewater Parkway

Edgewater Parkway is a linear 9.74-acre parkway 40 to 100 feet wide and about 3,000 feet long between the Salem-Willamina Highway (ORE 22) and Edgewater Road in West Salem. The parkway contains landscaping, a bikeway and an open play area (Figure 25). The parkway serves primarily as scenic

FIGURE 23

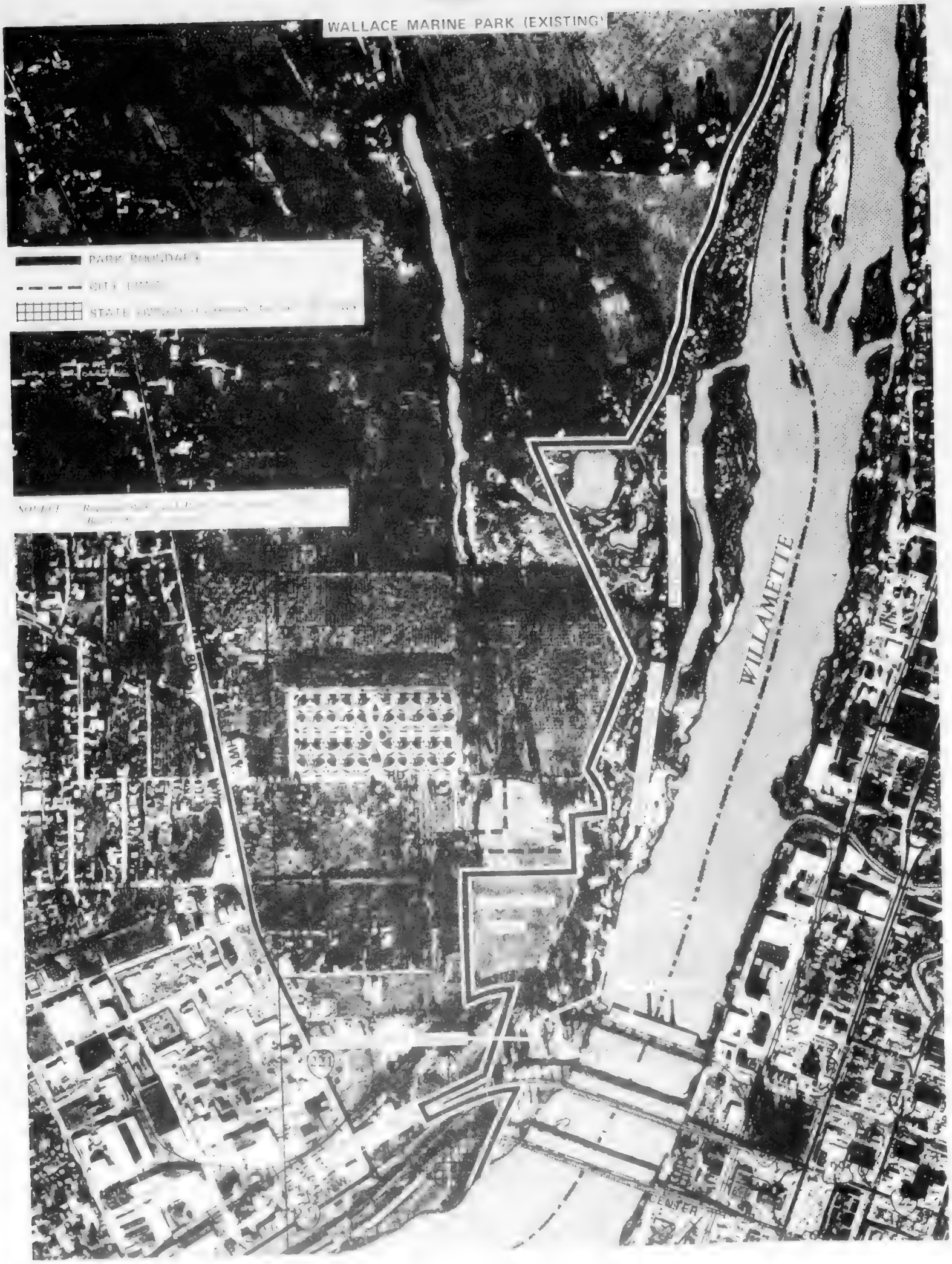
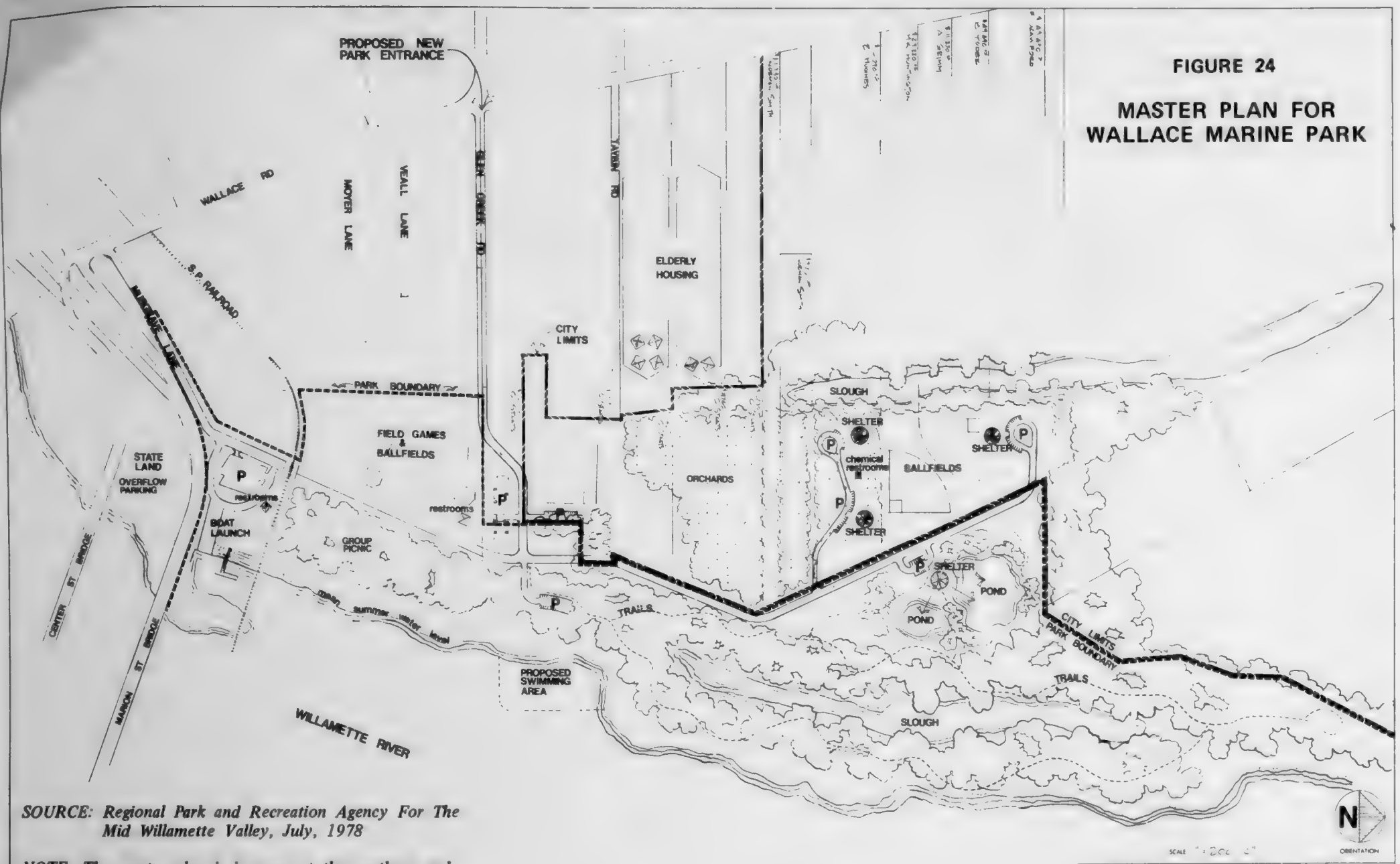

WALLACE MARINE PARK (EXISTING)
PARK BOUNDARY
CITY LIMITS
WILLAMETTE
CENTER

FIGURE 24

MASTER PLAN FOR WALLACE MARINE PARK



SOURCE: Regional Park and Recreation Agency For The Mid Willamette Valley, July, 1978

NOTE: The master plan is in error at the southern end of the park. The City of Salem owns parkland between the Center and Marion St. Bridge corridors and south of the Center St. Bridge. See park property lines in Figure 23.

REGIONAL PARK AND RECREATION AGENCY
OF THE MID WILLAMETTE VALLEY
PARTICIPATING JURISDICTIONS MARION COUNTY POLK COUNTY CITY OF SALEM

PRELIMINARY
master plan expansion
wallace marine park

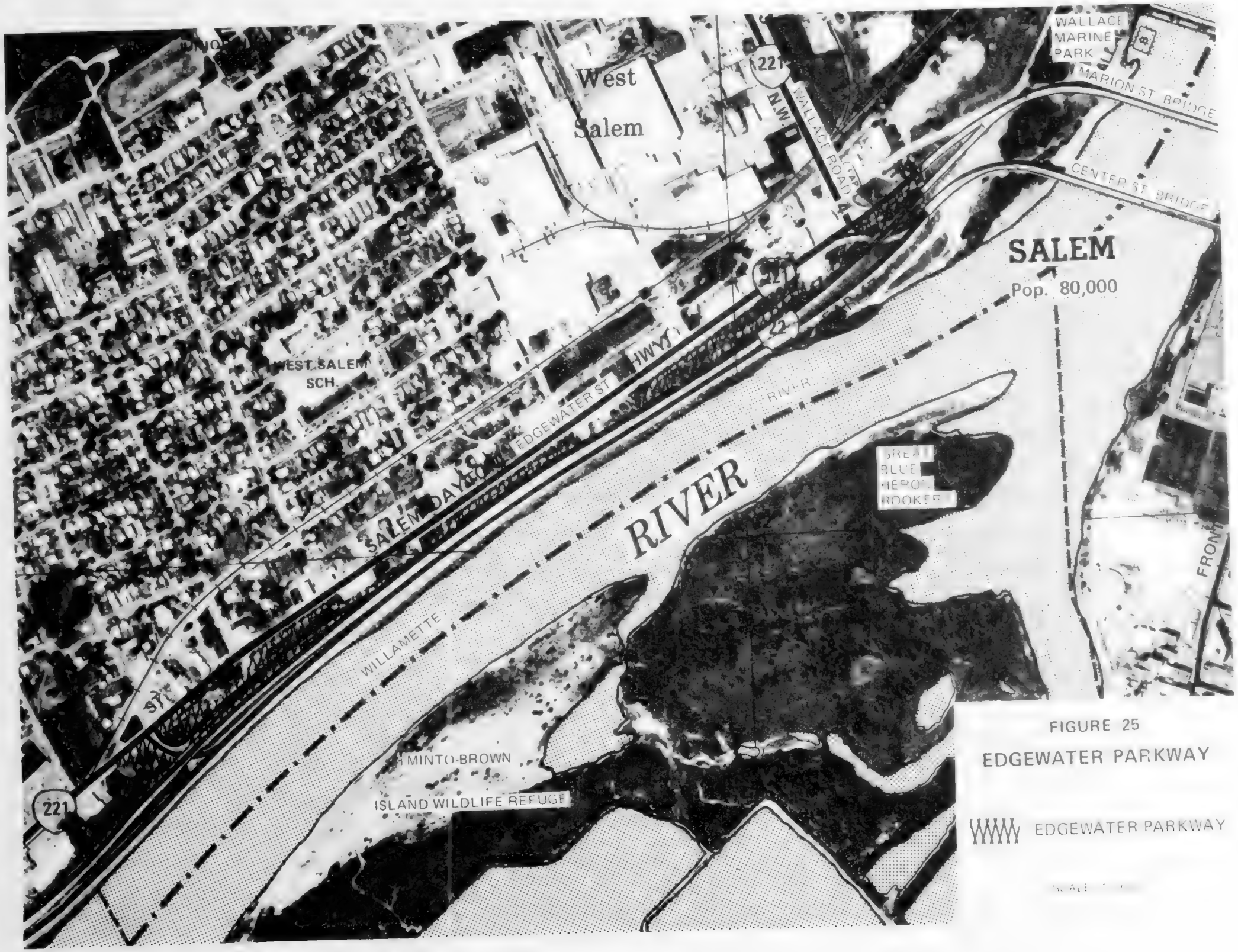


FIGURE 25

EDGEWATER PARKWAY

EDGEWATER PARKWAY

open space and beautifies the western entrance to the City of Salem. Its use as a neighborhood park is limited since it is not conveniently located for neighborhood residents.

As early as 1960, the City of Salem proposed that the west entrance to Salem be beautified. Through donations or purchase of property the city acquired 1.90 acres at this location. Then in 1967-69 the State of Oregon acquired an additional 7.84 acres of land for the parkway. The Edgewater Parkway became a reality in 1969 with the completion of the improvement on ORE22, which included roadside improvements. The deed to the 7.84 acres is retained by the state; the 1.90 acres are retained in city ownership. In 1967, an agreement was reached between the city and state that the city would maintain Edgewater Parkway, west of the state highway. In 1972, a portion of the state-owned and constructed bikeway (Independence Junction-West Salem Bikeway Section) was added to the parkway. The Regional Park and Recreation Agency has no plans for development in the parkway.

Impacts

Project Area Parks

Marion Square Park

Because of its downtown location, Marion Square Park is in the midst of things. The proposed bridge project would parallel the southern edge of the park, while the Front Street Bypass affects the western and northern sides. No property would be required from Marion Square Park by the project.

No-build would cause no physical changes but it permits ongoing deterioration of traffic (greater volumes, lower levels of service), access, noise and air quality on Marion Street Bridge and around the park.

The selected alternative would have two kinds of effects, short-term construction and longer term post-construction effects. Construction impacts include a variety of temporary disruptions and distractions. A temporary construction easement on Marion Street (adjacent to and under the bridges) would hinder access by removing parking. Construction equipment would add additional noise and air pollution.

Post-construction impacts would be fewer in number and less noticeable. No right-of-way is needed. For the selected alternative, the Marion Street Bridge would be unchanged on the park side, whereas under Alternative 2 the bridge would have been widened 2' adjacent to the park. Park access will be improved by the proposed Front Street northbound to Marion Street Bridge ramp will remove some of the traffic now circling the park for bridge access. Noise, which already decreases enjoyment of the park as a quiet and restful area, and which is at or exceeds federal guidelines for parks, will be increased at the park. Some of this increase is attributable to the Front Street Bypass project and some to "normal" or non-induced traffic growth.* However, noise increases attributable to this project would not be perceptible. Noise would remain unchanged at the southeast corner (see Noise section).

The long term operational impacts of the build alternatives on Marion Square Park are not great. The park already is in an area of heavy traffic. The proposed project would not change that situation, but it would better accommodate traffic increases occurring in the park area. As mentioned previously, Marion Square Park has become primarily a visual amenity with its open space and tall trees.

Riverfront-Downtown Development (Proposed)

The build alternatives, along with Front Street Bypass, would provide improved auto access, limited parking, relocation of the railroad tracks, and landscaping. Land acquired for the bridges but not actively used for roadway or structures could functionally be a part of the riverfront site under joint use. Additionally, the project proposes a pedestrian overcrossing of Front Street which should enhance pedestrian access to the riverfront. Both build alternatives also call for a 10-foot bikeway/sidewalk on Center Street Bridge which, would aid access from West Salem.

No-build is not compatible with riverfront development plans. A pedestrian/bicycle overcrossing of the Front Street Bypass would not be constructed with this option, thus further separating the downtown from the riverfront.

Wallace Marine Park

The build alternatives would affect Wallace Marine Park both adversely and beneficially. Adverse effects would result primarily during construction. Long term adverse impacts would be minimal.

The no-build alternative, though not requiring right-of-way or construction activity, is not without impacts--chiefly in progressively deteriorating access to the park and increased noise levels.

Construction Impact. Alternative 2 would require construction easements over all the land south of the Marion Street Bridge right-of-way. This would be as much as 25 acres, depending upon the water level of the river. It includes city owned park property, State Highway Division property leased to the city for park purposes, and existing bridge rights-of-way. All of it is de facto park land; all of it is used for park purposes. While there are no improvements in this area, recently the land has been used increasingly for overflow parking and for swimming and sunbathing near the water. The area near the river contains a substantial amount of the more accessible gravel beach in the total park property.

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*The Front Street Bypass was the subject of a draft environmental impact statement released on April 7, 1978. The public hearing was subsequently held and the final EIS was approved June 4, 1979. The final EIS reported that a 106 finding of no effect had been concurred in by the Advisory Council on Historic Preservation, that the project did not adversely affect the historic commercial district, Marion Square Park, or the Gilbert House.

During construction a fence would be erected on or about the right-of-way line which runs 21 feet north of the present Marion Street Bridge. The fence would extend from the bridge abutment to the water, and it would seal off the area south of the bridge for the duration of the project. With all of the overhead work involved in the proposed bridge work, this closure is imperative to insure public safety.

Two sections of the park roadway network, a portion of Musgrave Lane and the exit loop from the boat ramp, are located on existing bridge right-of-way. For a limited length the proposed fence would reach half way across Musgrave Lane, even though the fence would be on the right-of-way line; and it would reach totally across the exit loop from the boat ramp. Temporary provisions would be made to allow for traffic circulation. On Musgrave Lane the proposal is to remove about 450 feet of curbing and to widen the road approximately five feet to the north, tapered on both ends. This would restore a minimum twenty foot roadway width to permit park access and egress. This proposal would remove only grass; it would leave the existing trees intact. With the boat ramp exit, three options have been developed which would route existing traffic through the present parking area. They differ only in the length of parking area used and in cost (see Figure 26). RPRA staff would be consulted before an option is selected.

Another and preferred option is that the alternative park access from Wallace Road proposed by RPRA be open by the time work begins on the bridges. In that case Musgrave Lane could become part of a one way system through the park, or it might be terminated in a cul-de-sac at the edge of the park.

Alternative 3 is similar to Alternative 2 in that the area south of the Marion Street Bridge would also be fenced off for the duration of the project. A significant difference, however, is that the fence could be put under the northern edge of the bridge. This would eliminate the traffic difficulties discussed under Alternative 2 and in this respect Alternative 3 in the park is superior to Alternative 2.

Other park impacts associated with construction are:

1. Contractor staging under either build alternative. The contractor(s) would use cleared areas under, between, and south of the bridges to store construction materials, bridge debris, and construction equipment, for employee parking, and perhaps to locate temporary office space. The contract would carry restrictions keeping the contractor(s) away from mature trees (see Biology section), and any landscaping removed during the project would be replaced.

2. Frequent unrestricted contractor(s) access to operations around the bridges. This would involve frequent mixing of recreational and construction vehicles. Park users could also face intermittent construction-related delays in park access and egress.

3. Construction activity coinciding with the period of maximum park use. Park use is greatest on summer weekends. The contractor(s) would also be most active in the park during summer, and, in the interest of minimizing disruptions to heavier average weekday highway traffic, some activities may be conducted or may peak on weekends.

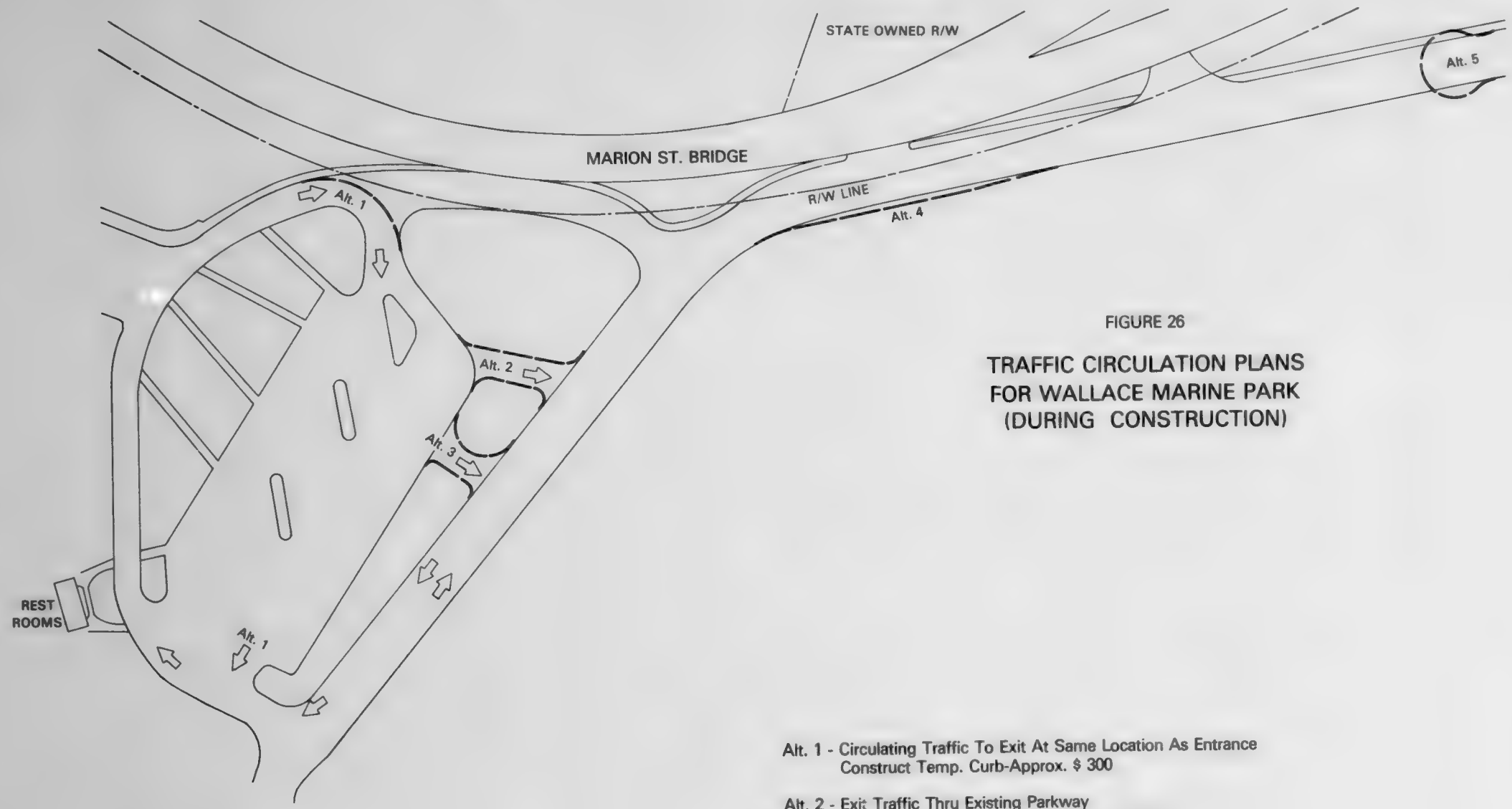


FIGURE 26

TRAFFIC CIRCULATION PLANS FOR WALLACE MARINE PARK (DURING CONSTRUCTION)

Alt. 1 - Circulating Traffic To Exit At Same Location As Entrance
Construct Temp. Curb-Approx. $ 300

Alt. 2 - Exit Traffic Thru Existing Parkway
Construct 20' Wide Driveway-Approx. $ 5000

Alt. 3 - Exit Traffic Thru Existing Parkway
Construct 20' Wide Driveway-Approx. $ 3000

Alt. 4 - Const. Temp. (Or Perm.) Street Widening-Approx. $ 1500

Alt. 5 - Const. Cul-de-sac - Const. New Access Road From WALLACE ROAD To Park

4. Related to item 3, contractor caused stream turbidity occurring during periods of maximum water use. Summer is the time of minimum anadromous fish activity and the period of minimum runoff, thus it is the time of maximum streambed access. Though the turbidity is basically harmless to water users, it is unappealing so it may dampen the enthusiasm of swimmers and boaters.

5. Construction activity imposing a variety of discordant sights and sounds into park surroundings. There would be localized noise, dust, vibration and fumes from construction equipment. Dust and noise mitigation would be employed wherever practicable.

Long-term Impacts. Post-construction impacts would not be as severe nor as noticeable as construction impacts. Wallace Marine Park has evolved with the presence of the bridges and their piers. The bridges are an integral part of the park. Reconstructing the bridges would not add a new element to the park. The most major impact is that the existing 80 foot wide bridge rights-of-way would be widened to as much as 100 feet. It is proposed that the new right-of-way borders be located approximately 15 feet beyond the outside edges of the completed bridges. This would assure that nothing of a permanent nature would be built at ground level which would preclude maintenance work beneath the structures. The 15 foot figure is below normal standards, but it is favored to reduce requirements from the park. It would result in a permanent land transfer of about 0.6 acre under the selected alternative. This figure comprises 0.9 percent of the total park acreage.

This property acquisition is little more than a legal title transfer. While the widened bridges would occupy more air space and the new piers would use some additional ground, nothing would separate the property on the ground. The total area under the bridges would still be available for park use as before.

The project would also use more land west of the city owned parkland. Although functionally a part of the park, these nine or so acres are state owned right-of-way. The 25 year lease on this property to RPRA allows for highway improvements. The parcel is retained by the state for this purpose. Use in this context would be predominantly occupying additional air space, though some additional ground area would be taken up by new piers. Upon completion of the project the majority of the area would be returned to park use.

Increased traffic and increased speeds resulting from the build proposal would raise noise levels in the park between the bridges two decibels higher than with no-build. Noise levels at the developed area of the park north of Marion Street Bridge are presently below federal guidelines and would remain so with either build or no-build alternatives. Noise levels between the bridges are presently at federal park guidelines. By year 2000 noise levels here would reach 69 dBA with either build alternative (see Noise section).

Edgewater Parkway

Edgewater Parkway would be only minimally and incidentally affected by project proposals. No right-of-way would be required. Noise levels would increase by 2 dBA with the build alternatives since traffic volumes on ORE 22 would increase.

The proposed two-way Center Street Bridge bikeway would tie in with the Edgewater facility thus improving park access. Edgewater Parkway is primarily open space, an aesthetic amenity along the highway. As such, its role in the local park system is minimal.

Section 4(f) and Section 6(f) Concerns

It is the determination of the Oregon Department of Transportation (ODOT) and concurred in by the Federal Highway Administration (FHWA) that the potential impacts discussed above would constitute a Section 4(f) involvement only in Wallace Marine Park (see Summary Matrix, Table 9). The lack of adverse effects on Marion Square Park and Edgewater Park, and the absence of physical acquisitions from the two parks indicates that a Section 4(f) Determination is not necessary.

Potential impacts attributable to the build alternatives are minor; they are primarily traffic or construction related: noise and air quality with Edgewater Parkway; noise, air quality, access, and visual setting for Marion Square Park. Air Quality impacts on Edgewater Parkway are incidental and are confined to the construction period. Noise impacts on the Parkway are long-term and are projected to be on the order of 0-2-dBA, depending upon location within the Parkway. Perhaps half of this noise increase would still take place with No-Build, however.

Noise impacts on Marion Square Park, 0-4 dBA depending upon location, would also not be great. The maximum anticipated long-term increase, 4 dBA, would be found in the southwest corner of the park. At least half of this impact, and probably more, would result from the approved Front Street Bypass project. Of the remaining 2 dBA, or less, as much as half would occur even under No-Build. Air quality, after some local reversals during construction would improve upon project completion. Access would change somewhat, but both positive and negative factors are at work. Aggregate changes will not be great. The same is true for changes in the visual setting.

Finally, the riverfront development is in the proposal stage only. The proposed land use would be a mixture of public and private uses, and resolution would follow this project, so a Section 4(f) Determination will not be needed.

Furthermore, since Wallace Marine Park was partly developed by funding received under the Land and Water Conservation Fund Act of 1965 (P.L. 88-578, 16 U.S.C. 460) Section 6(f) also applies.

ODOT and FHWA have determined, and the Department of the Interior has concurred, that totally avoiding park impacts with any substantial bridge improvement is neither prudent nor feasible. The build alternative proposed

TABLE 9

SUMMARY MATRIX OF IMPACTS ON THE PROJECT AREA PUBLIC PARKS
Willamette River (Center and Marion St.) Bridge Project

Park/Topic	No-Build Alternative — Alternative 1	Build Alternative — Alternative 2	Build Alternative — Alternative 3
MARION SQUARE PARK			
a. Noise and Traffic	In conjunction with Front Street Bypass project, traffic volumes would increase on west and south sides of park and would increase noise penetration. (A)	Build alternatives would increase traffic volumes and noise above No-Build levels. (A)	Same as Alternative 2. (A)
b. Construction	No construction would occur. (B)	Construction of bridges would temporarily degrade park atmosphere. Marion Street Bridge would would be 2' closer to park. (A)	Detouring of all bridge traffic from two bridges to Marion Street Bridge would slightly increase traffic effects on park during construction period. Marion Street Bridge would not be closer to park. (A)
c. Access	Convenient access to the park would be reduced as increased traffic volumes surround park. (A)	This alternative would contain no bikeway/sidewalk on Marion Street Bridge, resulting in less convenient access to park from the west. (A)	Existing sidewalk/bikeway on Marion Bridge would be retained, thus allowing good pedestrian/bicycle access. (B)
d. Development	Traffic congestion and inconvenient access would not encourage future development in park. (A)	Park would become part of Downtown Riverfront Development and improved traffic circulation pattern would revitalize park. (B)	Same as Alternative 2. (B)
WALLACE MARINE PARK			
a. Right-of-Way	No right-of-way required. (B)	0.38-acre of new right-of-way required from park, contiguous with Center Street Bridge corridor. (A) Replacement property would be purchased. (B)	0.60-acre of right-of-way required from park, contiguous with Center Street and Marion Street Bridges. (A) Replacement property would be purchased. (B)
		Section 4(f) and Section 6(f) involvements. (A)	Same as Alternative 2. (A)
		Wider structures would require more air space and more bridge piers in park area. (A)	Wider Marion Street Bridge than with Alternative 2. (A)

TABLE 9 (cont'd)

SUMMARY MATRIX OF IMPACTS ON THE PROJECT AREA PUBLIC PARKS
Willamette River (Center and Marion St.) Bridge Project

Park/Topic	No-Build Alternative Alternative 1	Build Alternative Alternative 2	Build Alternative Alternative 3
WALLACE MARINE PARK (cont'd)			
b. Construction Period	No construction period. (B)	Temporary construction easements on park property would be required during 2-3 year construction period. (A)	Same as Alternative 2. (A)
		Staging area for bridge construction would be between the bridges. Park area south of the Marion Street Bridge would be fenced and closed to park during the construction period. (A)	Same as Alternative 2. (A)
		Replacement of Marion Street Bridge handrail may cause short-term closure of Musgrave Lane, the only access road to the park at present. (A) Closure would occur during off-peak hours of park use.	Closure of Musgrave Lane at any time would not be required. (B)
		Traffic circulation in the park would be modified because of the fence on the north side of the Marion Street Bridge. (A)	No change required in traffic circulation within the park. (B)
		Construction and staging of project would cause removal of ground cover and shrubs. Turbidity in river during pier construction may reduce water-based recreational activities in park. (A)	Same as Alternative 2. (A)
		Pier construction in summer months, the same period of highest use of park. (A)	Same as Alternative 2. (A)
		Temporary and intermittent noise and pollution during construction period. (A)	Same as Alternative 2. (A)

TABLE 9 (cont'd)

SUMMARY MATRIX OF IMPACTS ON THE PROJECT AREA PUBLIC PARKS
Willamette River (Center and Marion St.) Bridge Project

	--- No-Build Alternative ---	---------- Build Alternative ----------	
Park/Topic	Alternative 1	Alternative 2	Alternative 3
WALLACE MARINE PARK (cont'd)			
c. Operational Period	Increased noise intrusion into park. (A)	Somewhat higher noise levels in park than with the No-Build. (A)	Same as Alternative 2. (A)
	Congestion on bridges and more traffic on Wallace Road would reduce access to Park. (A)	Improved regional and local access to park. (B)	Same as Alternative 2. (B)
		The new bridges would present new, cleaner asthetic designs in park. (B)	Same as Alternative 2. (B)
		Highway right-of-way under and between bridges would function as *de facto* park use, as in the present situation. (B)	Same as Alternative 2. (B)
		Opportunity for joint development in bridges area of park. (B)	Same as Alternative 2. (B)
		Increased visitation to park because of population increases in West Salem. (B)	Same as Alternative 2. (B)
		Compatible with expansion and more development in park. (B)	Same as Alternative 2. (B)
EDGEWATER PARKWAY	Increase traffic noise. (A)	Increased traffic noise due to higher traffic volumes on adjacent roads. (A)	Same as Alternative 2. (A)
		Wide bikeway on Center Street Bridge and ramp would provide better connection with bikeway in park. (B)	Same as Alternative 2. (B)

NOTE: (A) Adverse Impact
(B) Beneficial Impact

would hold park impacts to the minimum possible for the added crossing capacity. Impact minimization and mitigation are discussed extensively in the 4(f) Determination at the end of this document.

Interagency Coordination

Informal contacts were started with the Regional Parks and Recreation Agency (RPRA) in February, 1979, continuing through May. In June a meeting was held to review the project and to tour potentially affected sites. ODOT, FHWA, RPRA, Oregon State Parks and a representative of the Heritage Conservation and Recreation Service were in attendance.

Proposals were discussed for minimizing harm, such as safeguarding mature vegetation and fencing off the construction site, and for mitigating impacts which would occur. Since Section 6(f) requires physical replacement of park land lost with land of equal recreational value and utility, a land replacement plan was also proposed.

The RPRA has identified a new access road and entrance into Wallace Marine Park as an immediate need. Construction of the access road would require new right-of-way on the west side of the park. RPRA is proceeding with plans for the new access. As a first choice for fulfilling the Section 6(f) requirement for suitable replacement property, the Oregon Department of Transportation would purchase portions of the new right-of-way required for the access road or participate financially in the purchase of property. In the event that the City of Salem has already constructed the new access road when the bridges project is finalized, ODOT would purchase replacement property for an expansion of Wallace Marine Park (the second choice). A third choice would be the purchase of replacement property to expand or create another park in the Salem park system. The RPRA, the HCRS, and Oregon State Parks Branch are in agreement with the choices and priorities for fulfilling the Section 6(f) requirement (see HCRS and City letters in Attachment at end of document).

After additional informal contacts between OSHD and RPRA, a meeting was held on March 26, 1980 with City of Salem (Administrative, Public Works), RPRA and OSHD attending. Land replacement priority number one was set into motion with a decision to request approval from the City Council. On April 7 the Council gave their approval and the City started on the project.

Further details are provided in the Section 4(f) Statement which is attached at the end of the FEIS.

SOCIOLOGY (8)

Existing Social Setting

Population Trends and Projections

Salem is one of the fastest growing cities in the state. In 1970, the U.S. Census counted 68,296 people within the city limits of Salem (see Table 10). In 1978, the City of Salem contained 90,000 people. Much of Salem's urban growth has occurred outside the city limits. In 1978, an estimated 140,408 people lived within the Urban Growth Boundary (or the Salem Urban Area). The population within the Salem Urban Area represents 60.5 percent of the two-county Salem SMSA's population (231,900).

The population within the Downtown Study Area (census tracts 1 and 2) has been declining in recent years. (see Figure 27 for the Downtown and West Salem Study Area boundaries.) In 1978, this area contained 4,300 people, down 18.3 percent from the 1970 population.

The West Salem Study Area, however, has been experiencing major population growth, particularly in the last three years (the West Salem Study Area is shown in Figure 27 and includes all or portions of three census tracts--51, 52, and 53.) Between 1970 and 1975, the population in the West Salem Study Area grew at an annual average rate of only 1.5 percent (8,398 in 1970 to 9,148 in 1975). Between 1976 and 1977, the annual rate jumped to 10.8 percent; between 1977 and 1978, 7.9 percent. The 1978 population estimate for the West Salem Study Area was 11,509. The growth rate in West Salem surpassed that of all other sectors of the Salem Urban Area (Central, North, East, South and West) between 1976 and 1977. Between 1977 and 1978, its rate was second only to South Salem. The 1978 population estimate for the West Salem sector was 8.2 percent of the total population in the Salem Urban Area.

According to current population projections generated by MVWCOG, the Salem Urban Area is expected to reach a population of 197,000 by the Year 2000. The SMSA population would reach 343,500. In 2000, the Salem Urban Area's share of the SMSA would be 57.4 percent.

Population in the Downtown Study Area is projected to continue declining--3,150 in 2000, as compared with an existing population of 4,300 people.

The West Salem sector of the Salem Urban Area would continue its high rate of growth. Population in the West Salem Study Area is expected to almost double by 2000, from 11,509 in 1978 to 20,650. West Salem would have the highest rate of population growth of any sector in the Salem Urban Area. Most of this growth would occur between the existing city limits and the urban growth boundary. West Salem's share of the total urban area would increase to 10.5 percent in 2000.

The City of Salem in July, 1979, adopted an urban growth management measure (City of Salem, Urban Growth Management Report, August, 1978, Revised May, 1979). This growth management scheme delineates West Salem as one of

FIGURE 27

PROJECT STUDY AREAS

STUDY AREA BOUNDARIES

CENSUS TRACT BOUNDARIES

SALEM CITY LIMITS (1979)

URBAN GROWTH BOUNDARY (As Adopted In 1974)

PROJECT SECTION

2000 1000 0 2000 4000 6000

Scale in Feet

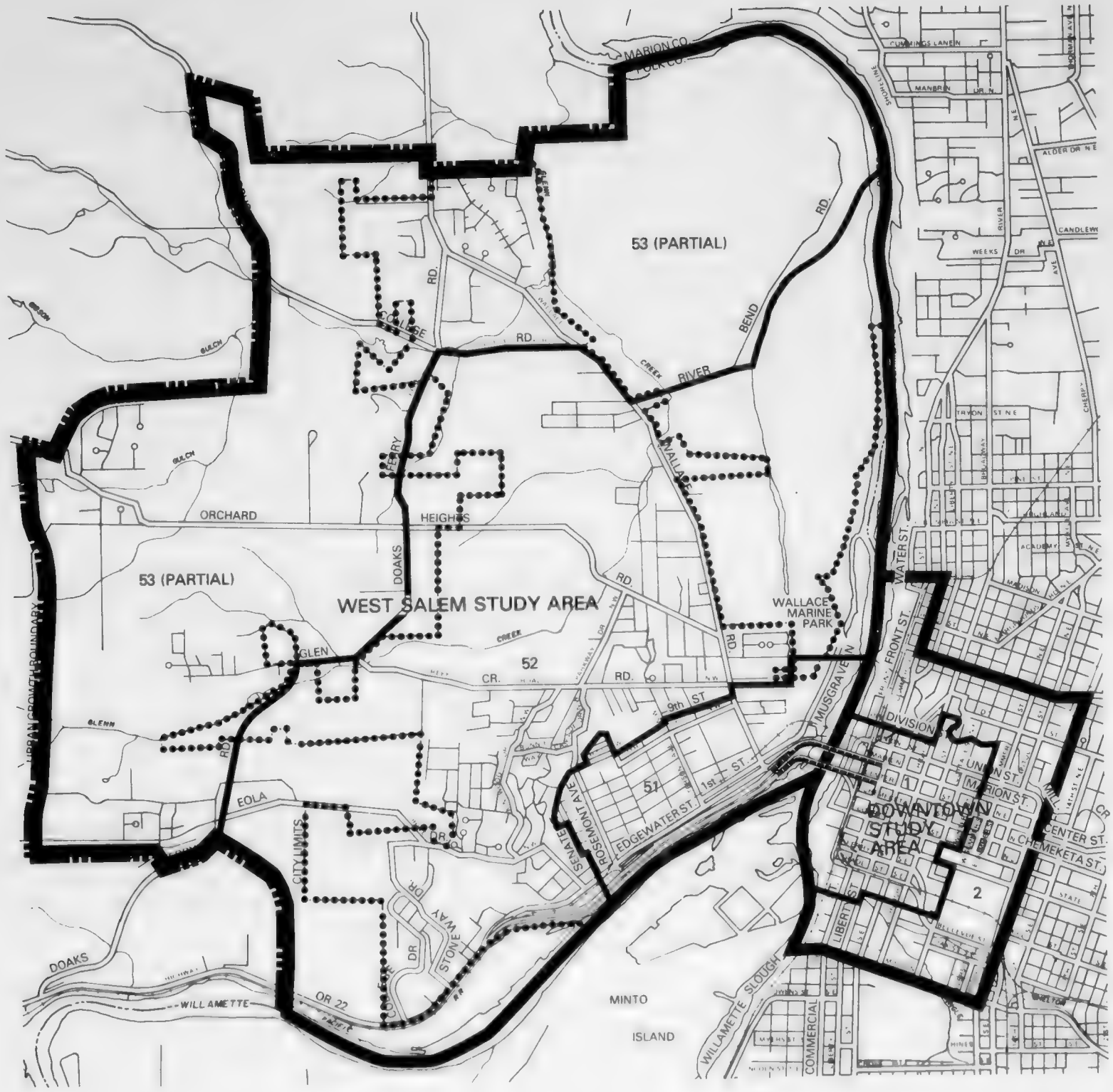


TABLE 10

POPULATION TRENDS AND PROJECTIONS

	Population			Percent Change		Average Annual Rate of Change	
	1970[a]	1978[b]	2000[c]	1970-78	1978-2000	1970-78	1978-2000
DOWNTOWN STUDY AREA	5,266	4,300	3,150	-18.3%	-26.7%	-2.3%	-1.4%
WEST SALEM STUDY AREA	8,398	11,509	20,650	37.0%	79.4%	3.6%	2.6%
CITY OF SALEM	68,296	90,000	--	31.8%	--	3.3%	--
SALEM URBAN AREA	101,665	140,408	197,000	38.1%	40.3%	3.2%	1.5%
SALEM SMSA	196,658	231,900	343,500	24.2%	48.1%	2.6%	1.8%

SOURCE: (a) U.S. Bureau of the Census, 1970 Population Actuals; (b) MWVCOG, "Salem Urban Area Population by Census Tracts, 1970-1978", February, 1979, and Center for Population Research and Census, Portland State University, Population Estimates for Oregon Counties and Incorporated Cities, December, 1978; and (c) MWVCOG, Salem Urbanized Area Population to the Year 2000, January, 1978.

two major residential expansion areas for urban growth. The effects of this program on population projections for the Salem Urban Area are under analysis.

Socioeconomic Characteristics

The following overview of demographic data is based on conditions as they were in 1970, the date of the last U.S. Census. This information may not be totally indicative of current trends.

The City of Salem and the SMSA are characterized by a relatively high degree of homogeneity. In 1970, there were slightly more females than males. The population was predominantly white with less than 2 percent of other races. The SMSA had 2.7 percent Spanish language speakers, the City only 1.3 percent. The age distribution revealed no anomalies; about 12 percent of the population was 65 and over.

Median education level was 12.3 or 12.4 years. Median family income in 1969 in the SMSA was $8,992, in the City, $9,582. Nearly 10 percent in the SMSA had incomes below the poverty level; the comparable figure in the City was 8.3 percent.

About 44 percent of persons lived in the same house in 1970 and 1965. Most of the people who lived in a different house in 1965 lived outside the SMSA, indicating the high level of in-migration to the SMSA.

Regarding transportation, about 84 percent of all work trips in the City of Salem were made by private auto, whether as driver or passenger. Of the remainder, about 2 percent were by bus; 9 percent walked; 2 percent worked at home; and 2 percent were made by other means, primarily bicycle. There was substantial variation through the urban area as to the use of these modes, however.

Socioeconomic characteristics in the West Salem Study Area differ from the City as a whole. West Salem contained even fewer minorities, less persons 65 and over, higher educational attainment and family means, less poverty families, and greater reliance on the auto. About 15 percent of the workers residing in West Salem worked there; 63 percent worked in the City across the river. Thus West Salem is aptly described as a "bedroom" community for the Marion County portion of Salem.

The Downtown Study Area contains a population even more unlike the City as a whole. This inner city area has more minorities, fewer young and more aged, lower income and education and higher poverty levels. Only 29 percent lived in the same house in 1965 and 1970.

Housing

In the 1970 Census there were 63,728 housing units in the SMSA and 24,270 units in the City. Also in the City, 74.6 percent of the units were single-family; 58.6 percent were owner-occupied and 41.4 percent renter-occupied. West Salem had 82.4 percent single-family structures and 70.4 percent owner-occupied. Household size was 2.98 in the SMSA, 2.66 in the City, and 2.81 in West Salem.

In July, 1975, 46,000 housing units were in the Salem Urban Area. Average household size was 2.55 persons per household, with an average density of 4.1 housing units per acre. Almost three-quarters (73.4 percent) of the units were single-family dwellings, while 26.6 percent were multi-family units. Fourty-two percent of the multi-family units had been constructed between 1970 and 1975, 15 percent for the single-family units.

According to the Draft Salem Urban Area Comprehensive Plan, 79,380 housing units will be required in the Salem Urban Area in the Year 2000 to adequately house the projected population (197,000 persons).

Neighborhoods

There are 15 neighborhood associations in the Salem urban area. West Salem is represented by the West Salem Community Council. The Downtown Study Area around the bridges is in the Central Area Neighborhood Development Organization (CAN-DO).

Public Facilities and Services

Public facilities and services in the West Salem Study Area are shown in Figure 28. Several categories of services are omitted which are discussed in other sections of this report (parks and recreation sites are covered in the Recreation Resources section, for example).

Educational Institutions. The project study area lies within Salem School District 24J. The West Salem area contains 3 elementary schools and a middle school, but no high school.

In 1977, public schools in West Salem contained 5.7 percent of the district's enrollment. Though the West Salem elementary schools experienced a steady decline in enrollment from 1968-1977, recent figures show growth. At least one school is currently undergoing expansion. A recent study by the MWVCOG and District 24J also indicates that enrollments in West Salem will increase at a steady but gradual pace.

A private school, Salem Academy, with 400 students in grades K through 8, is located in West Salem. It is currently operating at capacity.

Emergency Services

Hospital and Ambulance. The City of Salem has one large general hospital which operates two units. Salem Memorial, in south central Salem on Winter Street, has the emergency medical treatment facilities. The closest hospitals to West Salem which do not require a river crossing are in Dallas and McMinnville, about 15 and 25 miles away, respectively.

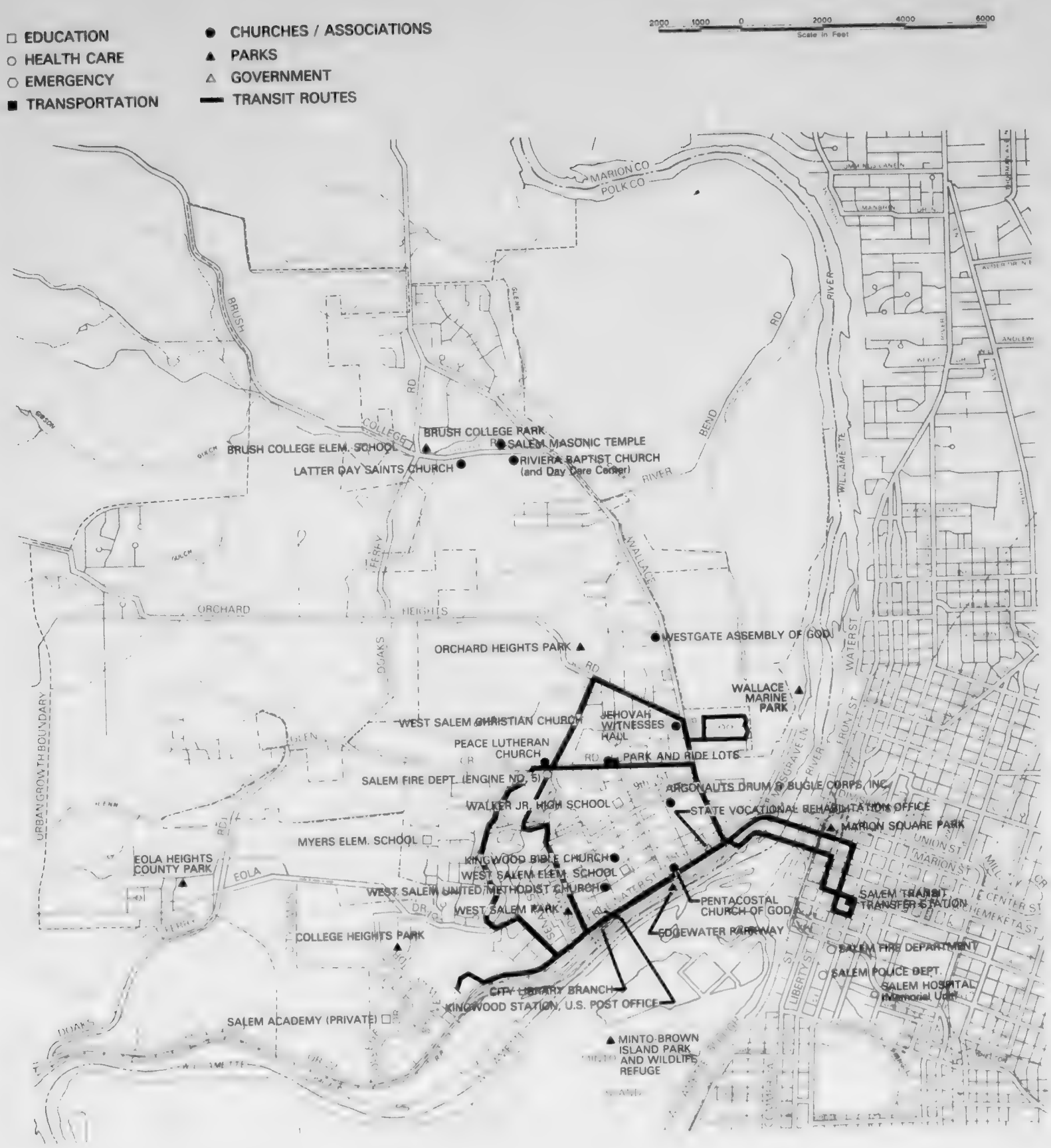
Willamette Ambulance Service, a private company, covers Salem from 1070 Commercial Street N.E. No ambulance is stationed in West Salem.

Fire and Police Protection. Fire protection in the Salem Urban Area is provided by 6 separate entities: City of Salem Fire Department, Salem Suburban Rural Fire Protection District (RFPD), Keizer RFPD, Marion County

FIGURE 28

PUBLIC FACILITIES, SERVICES, AND INSTITUTIONS

(West Salem Study Area and Major Facilities Near The Bridge Section In The Downtown)



Fire District Number 1, Turner RFPD, and Amity RFPD 2. The Salem Department serves the incorporated area within the city limits and also contracts with Salem Suburban to provide fire protection south and west of the City.

The City has eight fire stations, one of which is located in West Salem on Glen Creek Road. This station only has one engine. The Salem Suburban RFPD and Amity RFPD (newly created in 1978) service West Salem beyond the city limits. A new station for Amity RFPD is planned on Zena Road.

The potential exists for serious impairment in service to West Salem due to congestion on the bridges. This could place West Salem in jeopardy should a disaster of any proportion occur. At present, when the bridges are congested, the Salem Department notifies the RFPD's outside West Salem to assist in coverage as needed.

Police protection within the City is provided by the Salem Police Department, located at the Civic Center. The Polk County Sheriff provides police services in the unincorporated portions of West Salem. The Oregon State Police also cover the principal arterials in the area.

As with fire protection, transportation is critical relating to police protection. The Police Department is aware of the vulnerability of West Salem created by the existing bridge system and maintains some police patrol in West Salem when possible. The Police Department has an emergency traffic control plan in case one bridge is closed due to a traffic accident or structure damage. Under this plan the remaining bridge is utilized for two-way traffic. Army National Guard helicoptors are also available for use by the police when needed.

Alternate Modes of Transportation

Transit. The Salem Transit District, newly organized in November, 1979, operates 13 regularly scheduled bus routes and 4 express park and ride routes during peak hours. The system has 37 buses and had a ridership of 2,045,900 passengers in fiscal year 1978-79. Three routes serve West Salem during the day, Monday through Saturday. One regularly scheduled route connects the downtown with a park and ride lot on Glen Creek Road.

According to the Salem Urban Area Transit Plan and Development Program (MWVCOG, March, 1976), the transit system carried 0.8 percent of all daily auto trips in the urban area and 3.8 percent of all downtown work trips. Current figures are appreciably higher. Ridership increased 25% from the first quarter of 1979 to the first quarter of 1980. The COG plan also developed alternatives to substantially increase ridership by 1985 and 1995.

Hamman Stage Lines, under contract with Polk County, operates bus service from Dallas, Independence, and Monmouth to Salem. YAMCO transit operates between Salem, Amity and McMinnville. Special transit service for specific disadvantaged groups (poor, handicapped, elderly) is provided in the Salem area by government agencies and non-profit organizations. The City also has two cab companies.

Bikeways and Pedestrian Circulation. Figure 29 indicates existing and proposed bike routes in the vicinity of the Willamette River Bridges.

FIGURE 29

EXISTING AND PROPOSED BIKEWAY SYSTEM

EXISTING BIKEWAYS

bd - Bidirectional

bt - Bike Trail

sw- Sidewalk

ow- One-way Both Sides

so- Signing Only

PROPOSED BIKEWAYS

1 Priority I

2 Priority II

3000 1000 0 2000 4000 6000
Scale in Feet

SOURCE: MWVCOG, Salem Area Bicycle Advisory Committee, "PROPOSED SALEM AREA BICYCLE PLAN" July, 1979.

There are presently few bikeways on the principal streets in downtown Salem. Though the City has several miles of bikeways, the system is disjointed and lacks the continuity necessary for commuting.

One of the longest continuous bikeways in the Willamette Valley, the Salem to Monmouth Bikeway, starts at the Center and Marion Street Bridges. The bikeway is about 12 miles in length, paralleling ORE 22 on the Salem end and 99W nearer to Monmouth.

The approved Front Street Bypass project will create bikeways on the Liberty - Commercial Street Couplet between Mill Creek and Pine Street.

Pedestrian travel is heavy in the downtown area of Salem because of the concentration of businesses, offices, institutions, and inner city neighborhoods.

The Front Street Bypass, with a projected 40-50,000 ADT, will be a major barrier to pedestrian and bicycle traffic desiring to move between the CBD and the riverfront. Meanwhile the Downtown-Riverfront development program intends to increase utilization of the riverfront for recreation, housing, employment (e.g. a marina) and to develop more efficient commuter employee bicycle traffic. Proposed signals at Front and Court and Front and Commercial are intended to permit safe pedestrian crossings. Two alternatives, remaining from 9 initial concepts, are also being investigated for a pedestrian overcrossing of Front Street in the vicinity of the Center Street Bridge.

Impacts and Mitigation

Right-of-Way

No residences would be displaced by the project. Other right-of-way impacts are discussed in the Recreation Resources, Economics, and Land Use sections of this statement.

Proximity

General. Land uses in the immediate proximity of the bridges are commercial, park and transportation. The only residences are between the bridges on the east bank, and they are slated for conversion to non-residential uses.

No-Build. The no-build alternative would create few if any proximal changes along the project section. Noise levels now exceed federal guidelines in some parts of locally sensitive receptors such as Marion Square Park and Wallace Marine Park. No-build would slightly increase some of those noise levels.

Land use in the project area has developed in the presence of the bridges. A continuation of the present situation would not be particularly adverse.

The Front Street Bypass and the Riverfront-Downtown development plan will change the area. Both plans assume a bridge improvement project; no-build is not compatible with these plans.

Build Alternatives. The construction period for the project would be the major effect of the build alternatives. Construction would span 2-3 years. The latter stages of the Front Street Bypass could also overlap the beginning of the bridge project. Severity of impact from these activities would vary with the nature of the receptor and distance from the construction site. Though relatively short-term and intermittent, construction noise, dust, air pollution, vibration and disruption provide a nuisance for persons in the project vicinity. Detours and delays would inconvenience traffic in the project area.

The build alternatives would have secondary effects along major streets in West Salem and downtown. Increased capacity on the bridges would increase traffic volumes on nearby arterials. Increased volumes would adversely affect institutions and residences by increasing noise and congestion and decreasing access and safety--especially for pedestrians. Increased traffic could also result in some land use conversion to commercial use, and it could bring about reduced on-street parking.

Local and Regional Accessibility

No-Build. The no-build alternative would severely and adversely affect regional and local accessibility. The existing situation, particularly during peak hours, impedes local and regional traffic. Doing nothing to increase the capacity of the bridges would result in a worsening situation.

West Salem is a sub-center. It has few employment opportunities now, and it is projected to have relatively few in the year 2000. Shopping opportunities are also limited, but increasing. As the existing bridges become more congested, West Salem will suffer decreased access and perhaps become a less desirable place to live. Others in West Salem may prefer this congestion, however, because it would keep the population lower.

Bridge capacity already adversely affects the movement of emergency vehicles, thus lengthening response time. This situation would worsen with no-build. While increasing population growth in West Salem would create a need for additional police and fire protection, substitute and duplicate emergency services would have to be located in West Salem to serve this need without the necessity of a river crossing. This duplication of services may not be needed, or may not be needed to the same extent, with improved cross-river access.

Increasing traffic volumes on the bridges also decrease the utility of the bridges for alternative modes of transportation. City bus service must operate in greater congestion, thus experiencing limitations on time and convenience--advantages necessary to attract ridership. Investigation of increased bus service as a substitute for widening the bridges revealed that the required increases far exceeded available funding. The required ridership increases would also be much greater than can reasonably be expected under present or forecast conditions.

Pedestrian and bicycle facilities exist on the present bridges and no-build would have no impact on pedestrian/bicycle traffic. The Front Street Bypass project will have an impact, however, and no-build includes no plans for a pedestrian overcrossing of Front Street.

Build Alternatives. The primary benefit of the build alternatives would be the improvement in bridge capacity and thus accessibility. Wider bridges would facilitate faster, more convenient access between West Salem and the rest of the city. Wider bridges would also improve operating conditions for transit.

Of particular significance would be the beneficial change in access for emergency vehicles which now must compete with traffic congestion on the bridges. Emergency vehicles would be able to decrease the response time so critical in emergency situations.

The construction period would constitute an adverse impact for pedestrian/bikeway traffic, requiring crossing the bridges while they are under construction. Alternative 2 would stagger construction such that one bridge would remain open to bikeway/pedestrian traffic throughout the project. While Center Street Bridge is constructed Marion Street Bridge would be kept open to bike/pedestrian traffic. Then upon completion of Center Street Bridge pedestrian/bicycle traffic would be placed on it.

Alternative 3 would detour pedestrian/bicycle traffic from Center Street Bridge to Marion Street Bridge for much of the construction period. This alternative would allow continuous use of Marion Street Bridge during construction, though it would require two-way use of a 5-foot facility by both pedestrians and bicyclists.

Upon completion, the build alternatives would provide a wide, safe bikeway for pedestrians and bicyclists. Both alternatives would have a 10-foot wide two-way bikeway/sidewalk on the downstream side of the Center Street Bridge. In addition, Alternative 3 would retain the existing 5-foot facility on Marion Street Bridge. In this respect, Alternative 3 is superior.

The bikeway(s) would tie in well with the proposed bikeway network in Salem. At present, the bicycle facilities from and to West Salem terminate at the eastern bridge ends. This is a dangerous area for bicyclists, especially for those coming off Center Street Bridge onto Commercial Street. The proposed bikepath would follow the northbound Center to Front Street ramp.

As discussed previously, the Front Street Bypass presents a traffic barrier to pedestrians/bicyclists wishing to move between the downtown and the riverfront. Crossings would be restricted to signalized intersections at Court Street, north of Marion Street Bridge on a new alignment, and at Commercial Street.

To mitigate this barrier effect, the bridge project includes proposals for a pedestrian/bicycle overpass of Front Street in the vicinity of Center Street Bridge. Two designs are under consideration. Each is influenced by a number of controls, such as the proposed relocation of the railroad, the existing Center Street Bridge to Front Street ramp, required clearances over Front Street, and a maximum standard grade of 8.3 percent. There appear to be no options which allow more convenient access. Out-of-direction

travel, excessive height, and a long overcrossing would all discourage use of the facility. Pedestrians and bicyclists may opt to cross Front Street at an unsignalized area, a dangerous situation for both pedestrian/bicyclist and motorist. The crossing problem is being studied further.

Population Growth

Population forecasts to the year 2000 anticipate continuing large increases in the West Salem urban area, a 79.4 percent increase between 1978 and 2000. The entire Salem Urban Area is projected to contain 207,000 in 2000, 20,650 of which would be in West Salem. These forecasts assume increased capacity on the Marion and Center Street Bridges.

No-Build. It can tentatively be stated that the present bridges have not yet substantially slowed growth in West Salem; and in the short-term they may have relatively little effect on population change. However, there is a common perception in much of the Salem area that the "bridge problem" is already acute and that traffic delays are frequently intolerable. This misconception must serve to depress housing demand and growth in West Salem somewhat. With a decision to do nothing to improve bridge capacity the no-build alternative could accelerate a slowdown in the rate of growth in West Salem.

Population can be estimated for no-build by applying the same growth rate as obtained from build versus no-build traffic volumes on the bridges. Using this approach, population growth in West Salem by the year 2000 would be about 6,900 less than for the build alternative. Seen another way, this is a population increase of only 20 percent for no-build versus 79 percent with the build options. Again, this exercise depends upon the assumption that population growth is directly proportional to bridge traffic, which may not be entirely valid.

The concept of no-build assumes that if a build alternative is not selected nothing would happen to relieve traffic problems. In this case, however, other traffic management schemes would probably be initiated, such as more reliance on mass transit, car pooling, bicycling or walking; more staggering of work hours to extend peak hours, staggered four day work weeks; creation of more employment and shopping opportunities in West Salem; fewer trips; and perhaps increased tolerance of a "bad situation". Some steps are already being taken to relieve auto commuting pressures: parking restrictions in the Capital Mall area, free bus passes, and flex hours, for example. Accordingly, it is difficult to envision a true no-build alternative and its effects on residential choice and population growth.

The no-build alternative would require the City of Salem and Polk County to re-evaluate growth forecasts for West Salem. The comprehensive plan, the distribution of projected population growth and the location of the UGB are all based upon additional accessibility to West Salem. With no-build, growth would have to be assigned and accommodated in other sectors of the city.

Build Alternatives. Improving the capacity of the bridges would contribute to and accommodate the population growth forecast for West Salem. In the short-run, the bridge improvements may contribute only minimally to increased growth in West Salem, since growth is already underway and is occur-

ring in spite of the bridge congestion. More major growth would occur as a longer-term secondary effect, however, assuming such other conditions as a favorable economy, sufficient energy supplies, and compatibility with comprehensive land use plans and goals. West Salem would most likely continue as a "bedroom" community for Salem. However, moderate increases in commercial and industrial development would occur as the population base in West Salem increases (see Economics section).

Population growth effects of the bridges would be controlled by the City and county growth management programs to insure that development not sprawl into agricultural and natural resource areas.

Alternative 3 would facilitate more population growth in West Salem than Alternative 2, simply because of the additional traffic lane on the Marion Street Bridge. Where Alternative 2 would only provide acceptable peak hour service for 5-10 years, Alternative 3 should keep levels of service acceptable until year 2000.

Summary

The impacts of the proposed alternatives are summarized in Table 11.

Generally, beneficial impacts relate to improved accessibility, including: strengthening of cross-river ties, consistency with comprehensive plans and growth management, improved emergency services, and improved facilities for other modes of travel.

Adverse impacts occur chiefly during construction. They include: traffic delays, inconvenience, restrictions and potential out-of-direction travel; construction noise, dust, vibration and degradation. Longer term impacts would relate to land use and population growth, which would be controlled by city and county growth management and planning.

TABLE 11

SUMMARY MATRIX OF THE IMPACTS ON THE SOCIAL ENVIRONMENT
Willamette River (Center and Marion St.) Bridges Project

Topic	No-Build Alternative Alternative 1	Build Alternatives Alternative 2	Alternative 3
Right-of-Way	No additional right-of-way required. (B)	No residential displacements. (B)	No residential displacements. (B)
Proximity	Not compatible with Front Street Bypass Project and Greenway Riverfront Development Plans. (A)	Construction noise, dust, vibration and congestion would temporarily decrease environment quality or abutting residences and institutions. (A)	Same
		Increased capacity of bridges would place more traffic on project area streets and arterials. May cause adverse impacts on bordering institutions and residences. (A)	Same
Local and Regional Accessibility	Impedes local and regional accessibility by restricting capacity and decreasing level of service on bridges. (A)	Major improvement in local and regional access. Four travel lanes on Center Street and three on Marion Street Bridge. Marion Street would provide adequate service for 5 to 10 years. (B)	Major improvement in local and regional access. Four travel lanes on Center Street and four lanes on Marion Street Bridge (adequate capacity until Year 2000). (B)
	Bisects West Salem and rest of Salem. (A)	Improve communication and intra-accessibility between West Salem remainder of city. (B)	Same
	Impedes emergency services. (A)	Improves emergency services. (B)	Same
	Pedestrian/bicyclist overcrossing of Front Street would not be built. (A)	During construction period traffic would use existing bridges. (B)	During construction period, Center Street traffic would use Marion Street Bridge. (B)
	Impedes expansion of transit planning for West Salem. (A)	Bikeway/pedestrian travel on 10-foot area of Center Street. No access on Marion Street Bridge. (B & A)	Bikeway/pedestrian travel on both bridges. (B)
		Pedestrian/Bikeway overcrossing built over Front Street adjacent to Center Street Bridge. (B)	Same
		Transit can operate in less congested conditions. (B)	Same

TABLE 11 (cont'd)

SUMMARY MATRIX OF THE IMPACTS ON THE SOCIAL ENVIRONMENT
Willamette River (Center and Marion St.) Bridges Project

Topic	No-Build Alternative Alternative 1	Build Alternatives Alternative 2	Alternative 3
Population Growth	Could slow growth in West Salem in long-term. (U)	Facilitate growth in West Salem as presently forecast. (U) Restriction on Marion Street Bridge's level of service in 5 to 10 years. (A)	Facilitates growth in West Salem as presently forecast. (U) No restriction on level of service on bridges until Year 2000. (B)

NOTE: (A) Adverse Impact
(B) Beneficial Impact
(U) Uncategorized as either adverse or beneficial.

ECONOMICS (9)

Existing Setting

Regional Setting

Salem's contribution to the regional economy in the Mid-Willamette Valley has remained remarkably constant in the past. This is probably due to Salem's function as the regional shopping center and as the state capital. Heavy concentrations of government and institutional workers, a high percentage of clerical services, and significant numbers of professional, technical, and managerial employees are all characteristics of the Salem area, and have combined to help stabilize the local economy. The Salem area also serves as a home for a sizeable number of the elderly, poverty stricken, the institutionalized, and a number of itinerant field workers, many of whom reside in central Salem.

Employment. In 1975 the Salem Urban Area contained 137,506 inhabitants within 73.4 square miles. Most of these people lived within a four-mile radius of the city center. Employment, like population, is primarily clustered around the city center; in fact, almost 60 percent of employment in the Salem area is concentrated downtown. The primary occupations for these employees include retail trade, manufacturing, governmental activities, education, financing, and other services (see Table 12). The information listed in Table 12, though limited to the type and number of businesses in census tracts 1 and 2 (see Figure 27), provides a general indication of employment concentrations in downtown Salem.

Most of the major businesses and department stores are located in the northern end of the Central Business District (CBD), within a few blocks of the bridges. As distance from the CBD increases, however, the amount of commercial development and the number of employees decreases.

Employment increases paralleled population growth in Salem between 1950 and 1970, particularly during the 1960's. Between 1960 and 1969 the number of workers in the Salem Labor Market Area increased from 57,000 to 69,300 -- more than a 20 percent increase. Salem's growth and economic vitality is also reflected in employment comparisons between Salem and the SMSA (Marion and Polk counties). Table 13 compares these statistics.

Salem's relative importance to employment patterns in the entire SMSA has not changed dramatically since World War II. Salem's employment orientation is moving away from blue collar work and the self-employed, however, becoming increasingly based on white collar employment, government work, and the service industry. Salem's relative economic importance to the SMSA is not expected to change until the turn of the century when Mid-Willamette Valley Council of Governments estimates urban area employment will range between 140,000 and 170,000.

The service sector has increased in direct proportion to the amount of growth and urbanization in Salem. Nearly 25 percent of employment in the CBD is already service-oriented. (see Table 12.) The service industry in the CBD also contains several banks and lending institutions, and Willamette

TABLE 12

NUMBER OF BUSINESS AND PROFESSIONAL ESTABLISHMENTS, 1977

	Census Tract 2	Census Tract 1	Areawide (SMSA)
Durable	7	1	76
Nondurable	15	13	82
Wholesale	29	8	142
Retail	165	45	716
Finance, Real Estate & Insurance	108	60	470
Service and Professional	192	126	1,042
Other	21	12	245
TOTAL	537	265	2,773

SOURCE: Polk Profiles of Change, R.L. Polk & Co., 1976-77.

TABLE 13

CITY OF SALEM AND SALEM SMSA EMPLOYMENT PROFILES, 1950-1970

	1950		1970	
	Salem (%)	SMSA (%)	Salem (%)	SMSA (%)
Occupation Type				
White	9,135 (56.5)	16,597 (45.4)	15,094 (61.0)	32,569 (53.0)
Blue	4,834 (29.9)	15,467 (42.3)	5,507 (22.7)	19,252 (31.3)
Service	2,191 (13.6)	4,466 (12.3)	4,044 (16.3)	9,647 (15.7)
Total	16,161 (100%)	36,530 (100%)	24,745 (100%)	61,468 (100%)
Class of Worker				
Private Wage and Salary	10,117 (61.0)	26,842 (59.9)	15,542 (52.0)	41,667 (64.3)
Government	4,101 (24.8)	7,808 (17.4)	7,722 (25.8)	16,963 (26.1)
Self-employed	2,344 (14.1)	10,143 (22.7)	6,634 (22.2)	6,203 (9.6)
Total	16,562 (100%)	44,793 (100%)	29,898 (100%)	64,833 (100%)

University straddles the boundary line between census tracts 1 and 2. The sheer number of workers in both tracts and the entire downtown area indicates a labor intensive economy and suggests a large volume of daily suburb-to-city center commuter traffic.

The most significant increase has been experienced in the educational and public administration (especially in state government) services. The continued prosperity of the downtown area, which employed more than 8,000 within a three block radius of block 31 in 1975 (see Figure 30), is primarily dependent on major department stores and governmental offices. Tract 2 contains most of the governmental agencies, employing more than 7,400 workers in 1970.

Retail Trade. In 1970 retail trade accounted for nearly 20 percent of all employment in the Salem area, and 17 percent in the SMSA. Both figures have remained relatively constant since mid-century, although the volume of retail trade has been increasing (the average annual increase from 1954 to 1972 was 12.4 percent in the SMSA). In 1972 Salem accounted for two-thirds of the retail sales within the SMSA.

Manufacturing. The manufacturing sector of the economy employs almost 20 percent of the labor force in the SMSA and 15 percent in the City of Salem. Both figures represent a slow downward trend that began shortly after the end of World War II. Manufacturing in Salem is divided primarily between two locations: tract 1 (Boise Cascade Corporation) and the airport (tract 10). Several canning operations in West Salem (tract 51) and tract 2 also process agricultural products.

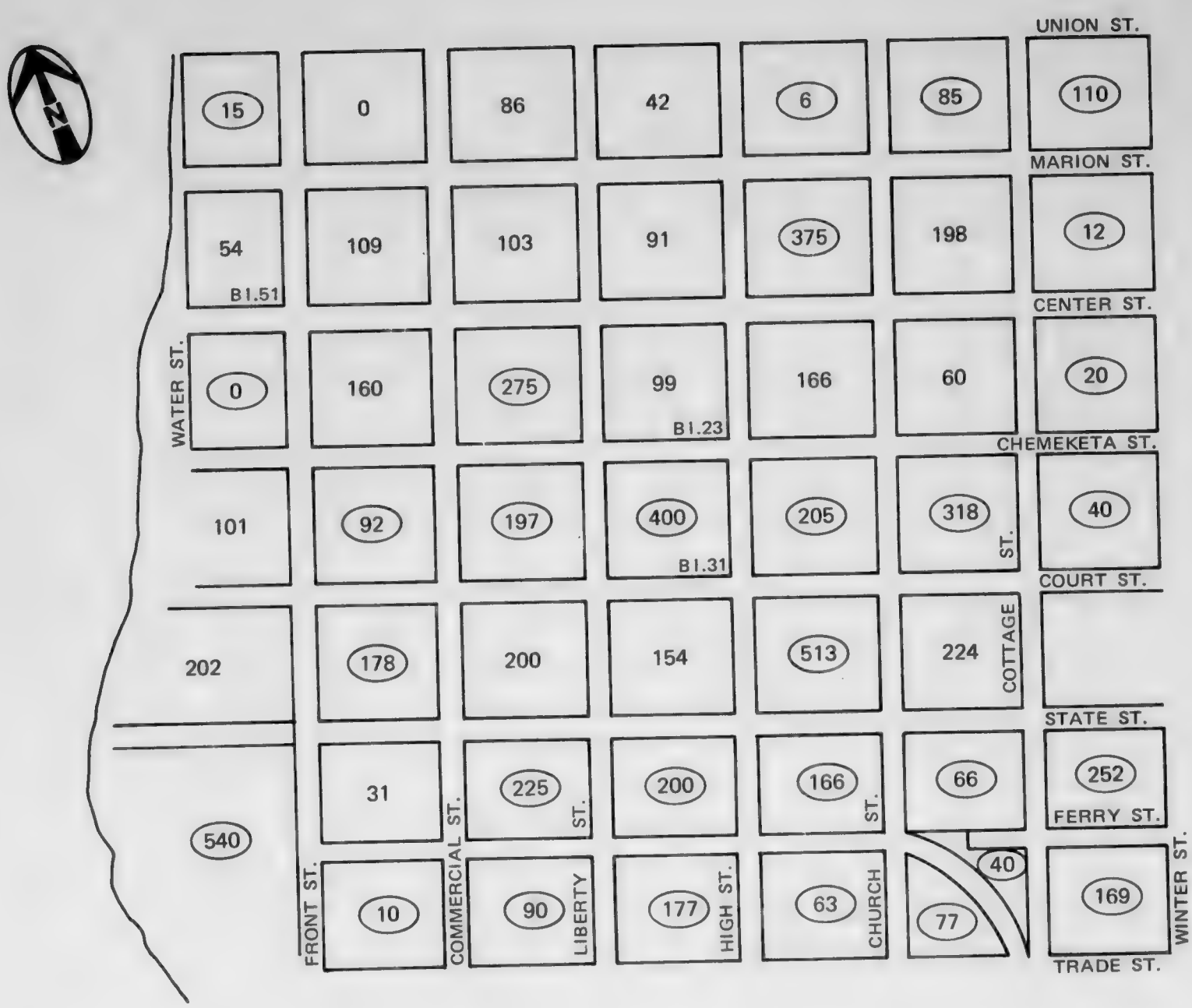
Existing Corridor Setting

The existing setting surrounding either project terminus is characterized by various types of industry bordering fairly intense commercial development. Several blocks containing sundry industries are located along the river north of the project corridor. Payless Drugstore, the new Chemeketa Parkade, Penney's Department Store, and the Nordstrom Building in block 23 are also located in close proximity to the corridor setting, and comprise a major portion of the CBD in downtown Salem (see Figure 30).

Within the proposed project alignment seven businesses in block 51 would be affected. Roberson Motors, a major automobile dealership, is spread over several tax parcels. Most of the space is taken up by automobile storage. Housed in two 50-year-old buildings, the business employs about 40 people. Commercial Business Supply also operates a commercial warehouse in the west half of block 51, and is located in an 80-year-old concrete building. Commercial Business Supply employs five people and would also have to relocate. Custom Auto Trim, employing four people, is the third business that would have to be relocated. In addition to these businesses, an advertising sign, owned by 3M Corporation on parcel 24870 (see Figure 31 in the Right-of-Way section), would have to be relocated. No other business would directly affected.

FIGURE 30

DOWNTOWN SALEM EMPLOYMENT DATA

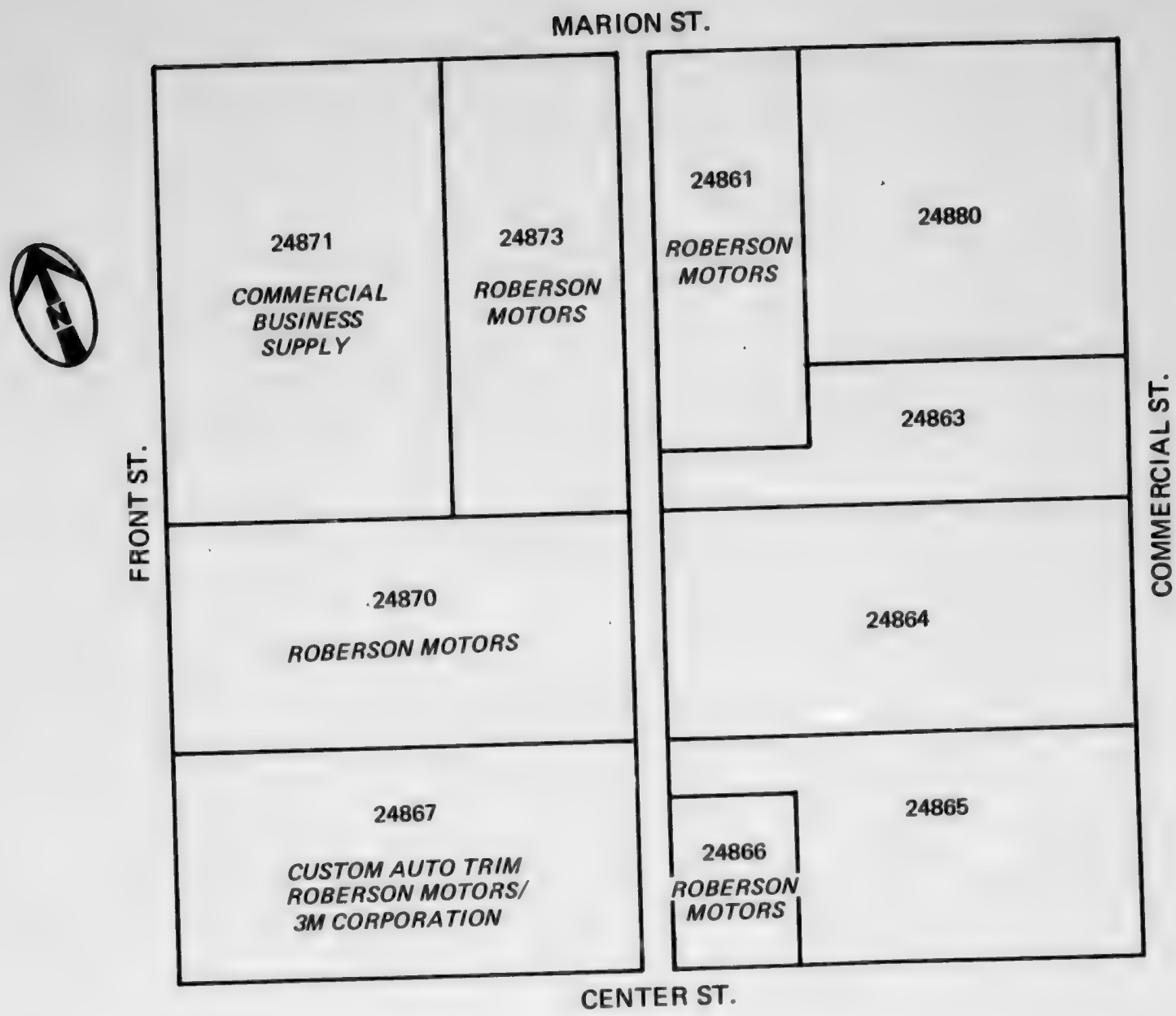


(88) TELEPHONE UPDATE, 1976

88 S.A.T.S STUDY, 1975

FIGURE 31

BLOCK 51: TAX LOTS AND LESSEES



Impacts

No-build Alternative

Implementation of the no-build alternative would not require any new right-of-way nor would any businesses be required to relocate.

The function of both Salem bridges is to provide adequate transportation crossings for east and westbound traffic (both long distance and local) between Marion and Polk counties. This function would be seriously impaired if the no-build alternative were selected. Traffic in downtown Salem is already congested, and as the volume of traffic increases, access across the bridges would become more prohibitive than the conditions already existing. Without these facilities, population growth and expansion in West Salem would falter, and West Salem would probably develop more as a separate entity than as part of the City of Salem. Traffic congestion, stress, frayed nerves, and the large time factor for travel would probably eclipse much further development.

A gradual decline in development and the population growth rate would be the most noticeable effects of the no-build alternative on West Salem. Limited growth and development would be evident in both commercial and residential areas, and would tend to further isolate West Salem from the city on the east bank. West Salem currently has few emergency services and limited shopping and entertainment opportunities, so the no-build alternative would reinforce West Salem's relative cultural and physical isolation. In short, West Salem's continued well-being is heavily dependent on east bank Salem. The no-build alternative would also direct development pressures toward the remainder of the city, although very little, if any, growth would occur near the project's eastern termini.

The increased amount of congestion and stop-and-go driving would also increase the potential for accidents, especially those involving bicyclists and pedestrians.

Build Alternatives

The build alternatives for the Willamette River bridges project are very similar in design, consequently the impacts associated with either option are also similar. Hence common impacts will be discussed together while differences will be noted in passing.

Salem has developed into the service hub for the Mid-Willamette Valley, and has become the area's major employment center. As the center of the Salem SMSA, Salem attracts most of the employment outflow from both Marion and Polk counties. Consequently, Salem has perhaps become the primary force motivating the economy in Polk County. West Salem, which contains one end of the Salem bridges, might have become a "turnstile" for many of the Polk County residents traveling to Salem, but it has not.

Despite its location, West Salem has not developed into a viable subcenter. Few employment possibilities exist in West Salem, and potential employment is not expected to exceed 1,000 new jobs before 1990. Shopping opportunities are also very limited. West Salem's dependence upon east bank Salem has consequently become extensive, as indicated by the CBD's capture

rate of West Salem shopping demands. In 1972, approximately 80 percent of West Salem's retail shopping demands were met in the CBD. In contrast, east Salem shoppers fulfilled only 28 percent of their retail needs in the CBD.

Changing the travel time versus distance relationship would probably be the most visible effect and carry the most impact of either build alternative. If the bridges are refurbished or replaced, increased access would strengthen cross-river ties, encourage additional growth to the west bank, and increase West Salem's dependence on the east side. Consequently, the population in West Salem would increase. Gradually, more businesses, realizing the economic advantages of business in West Salem, would locate, or relocate in West Salem. As the population continues to increase, various other business thresholds would be met and passed, resulting in more business opportunities in West Salem. Dependence on east bank Salem would therefore probably increase to a certain point, after which that dependence would be reduced. Estimating the timing of this turnaround is difficult, however, because thresholds vary according to types of business.

According to information supplied by the Mid-Willamette Valley Council of Governments, employment in the Salem Urban Area should range from 140,000 to 170,000 by the end of the century. Assuming that 50 percent of all employment remains concentrated in the downtown sector, approximately 84,000-102,000 people would be employed downtown. Despite the potential for business growth in West Salem then, downtown Salem (particularly the CBD) will clearly remain the major regional employment center and continue to dominate local employment patterns. Improving the bridges would help to insure this dominance.

Either build design would also affect population and growth patterns, easing access and enhancing cross-river expansion, thus increasing West Salem's importance as a bedroom community. In 1978, for instance, West Salem's population comprised about 8.2 percent of the urbanized population; by the year 2000 West Salem is expected to include about 10.5 percent of the metropolitan population.

Growth in West Salem, increased bridge access, and the large amount of development occurring in south, east, and north Salem would also emphasize West Salem's close proximity to the downtown area. Suburb-to-city center driving time would be much less than for those traveling from any other direction, which would make West Salem more attractive for residential areas.

Consequently, the Salem bridges are probably the most influential factor in determining growth in West Salem; were one of the build alternatives not to be implemented, significantly less growth would take place.

Commercial development near the project terminus on the west bank has become more concentrated in recent years. Some of this development would be affected during construction. Immediate impacts during construction would include increased air and noise pollution levels, traffic congestion and some regulated traffic flow, increased parking difficulties, and a desire by most people to steer clear of construction areas. Traffic normally backed up on Wallace Road would be increased during construction, extending further back and creating additional driving hazards and hindrances.

Other than the businesses affected by right-of-way needs (discussed in Right-of-Way section) and the impacts already mentioned, no other major impacts would result from either build alternative on the east side of the river.

River Commerce

Reconstructing or modifying the Salem bridges would require a new or modified Coast Guard permit. The Coast Guard's major interest is that the bridges provide reasonable clearance for navigation. Reasonable clearance heights are calculated on the basis of river traffic needs in the past, present usage, and what can logically be expected to be the necessary clearance for the future. The Marion Street Bridge currently allows approximately 68 feet of clearance over the Willamette River, while the vertical distance between the lowest portion of the Center Street central span and the river is slightly greater (figures range between 68.0 and 69.3 feet).* The lowest clearance height downstream from Salem is in Newberg, where the clearance is 65 feet; under the build alternative, the clearance height of the Center Street Bridge would be reduced by as much as eight feet.

Normally, public hearing procedures are undertaken by the Coast Guard to determine whether any objections would arise from the project. On this project this will be done in conjunction with highway development procedures. Considering the lack of major river traffic on the Willamette River, no conflicts are anticipated. In fact, no information about potential use of the river or any indication of a possible resurgence in river traffic on the Willamette River is available. (see also discussion in Water Quality section.)

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*Several sources were consulted including the existing Coast Guard Permit, the Coast Guard, OSHD records and the Pacific Northwest River Basin Commission. Figures vary, presumably depending upon what stage is determined to be low water.

RIGHT-OF-WAY (9A)

For right-of-way purposes the three project alternatives can be summarized into build and no-build options. No-Build, obviously, requires no new right-of-way. Right-of-way needs for the build alternatives, while not large, would involve purchasing the western half of block 51 (east of Front Street, between the bridges). This area is needed for the ramps proposed to connect bridge traffic with the Front Street Bypass.

Four separate ownerships would be purchased outright, while another three would be damaged. Three of the four displaced ownerships, all of which are businesses, would also have to be relocated. Total right-of-way costs, including relocation and demolition, are estimated at $1,000,000. This does not include costs for easements, however, nor additional costs which may be incurred if the bridge ramps on Marion and Center Sts ets need to be widened.

Right-of-way area requirements vary only slightly between the two build alternatives; both require land in the same locations (see Table 14).

TABLE 14

RIGHT-OF-WAY AREA REQUIREMENTS

Location	Alternative 2	Alternative 3
Block 51 (4 parcels)	1.25	1.25
Willamette River (State Land Board)	0.07	0.24
Wallace Marine Park (City of Salem)	0.38	0.60
TOTAL (in acres)	1.70	2.09

The project would also use additional land west of Wallace Marine Park. This land is already owned by the Highway Division, so acreage figures are not included. Since the land is part of a larger parcel leased to the City of Salem for park purposes, using the land would have some impact, however.

Again, three businesses would have to relocate under the build options: the Commercial Business Supply warehouse, Custom Auto Trim, and Roberson Motors (see Figure 31). Replacement property for the businesses could be difficult to find because the downtown area has limited additional space.

Commercial Business Supply could possibly add on to their other warehouse.

The most likely sites for Custom Auto Trim would be on some of the major streets like Broadway, Commercial, or 12th Street.

Moving Roberson Motors would probably be the most difficult task. The dealership needs four acres and a large open commercial building. Possible relocation sites may be found somewhere in the vicinity of the airport.

Four more parcels would be affected, in the eastern half of block 51. Two of them are adjacent to the alley. If Marion and Center Streets were closed to traffic under the bridges, tax lots 24861 and 24866 would be damaged (see Figure 31). Though no purchase or physical requirements would be necessary, the parcels would lose street access and become landlocked. Damage to these parcels, a major impact, will have to be assessed. The remaining parcels, 24880 and 24865 would also be affected. They would be changed from corner lots to interior lots. Both parcels retain access to Commercial Street, however, so this concern is not critical.

Estimating the impacts of right-of-way requirements is a difficult process involving several variables. The proposed right-of-way lines in this report are approximate and have been described and analyzed in terms of land acquisitions, costs, and displacement. Three different costs are involved in the financial estimate: right-of-way costs (purchasing land and building, and easement expenses), moving expenses, and relocation fees. The expenses listed previously were calculated according to current assessed values and proposed right-of-way boundaries in March, 1979.

Another monetary cost involved is the loss to the tax base which results from converting private land to public land. The effects of this loss are usually negligible, however, unless there is a sizeable project within a small tax district.

Identifying the tax base loss assumes the most adverse impact, when in many cases the project actually stimulates growth. The loss to the tax base is an initial cost, inseparable from right-of-way requirements for the highway project. Code area 24-01-00-0, which contains block 51, has a total valuation of $73,856,095 for the 1978-79 fiscal year. The tax rate for the code area is $24.77, and includes the following:

School District 24 CJ	$13.46
City of Salem	7.67
Marion County	1.56
Chemeketa Community College	1.51
ESD (Elementary)	.38
ESD (High School)	.19
TOTAL	$24.77

The right-of-way loss to the tax base totals approximately $950,000. In order to equalize this loss from the total tax base, the present tax rate of $24.77 would need to be raised by approximately 1.3 percent ($0.32) to about $25.09. This loss has only minimal, short-term ramifications because the reduction would be distributed throughout the entire code area.

Mitigative Measures

Right-of-way impacts have been discussed in most cases in terms of maximum needs (resultant right-of-way needs are usually significantly less), and the businesses mentioned would be eligible for relocation assistance. To reduce the severity of right-of-way difficulties as much as possible, several procedures have been instituted to aid the businesses required to relocate, including assistance for moving expenses and reimbursement for the cost of finding another location. ODOT follows an orderly procedure when acquiring land for right-of-way, which begins with public hearings and includes the professional appraisals, personal contacts, and allowances for appeals. People being forced to sell property can expect to obtain compensation based on current market prices.

A relocation assistance program also aids all those required to move. This program is especially valuable to businesses, churches, and low-income tenants. In addition to monetary assistance, other types of help are available and would be explained by the relocation agent.

No minority owners are involved.

LAND USE AND COMPREHENSIVE PLANNING (10)

Existing Setting

Planning Jurisdictions

Five units of government have varying degrees of responsibility for land use planning in the project area: the State Land Conservation and Development Commission (LCDC); Mid Willamette Valley Council of Governments (MWVCOG); City of Salem; Polk County; and Marion County.

Among its duties, LCDC adopts and enforces statewide planning goals and coordinates land use-related planning of other state agencies. In brief, local and state land use-related activities are to be in conformance with the goals, which basically express statewide interest in the use of Oregon's resources.

The purpose of MWVCOG, a voluntary association of governments and special service districts within Marion, Polk, and Yamhill Counties, is to identify regional issues and needs, and to plan, approve and recommend actions in areas of intergovernmental concern. MWVCOG has the lead responsibility in the revision of the long-range areawide plan. However, plans developed by MWVCOG are advisory and must be adopted by member jurisdictions.

Transportation planning within the Salem area is conducted through the Salem Area Transportation Study (SATS), under the auspices of the Mid Willamette Valley Council of Governments. The Year 2000 Transportation Plan, adopted by the City of Salem in January, 1980; and by Marion County in February, 1980, is the comprehensive transportation plan for the Salem urban area for the year 1977 - 2000 period. Polk County has not adopted this plan.

The Year 2000 Transportation Plan recommends improvement of the existing bridges in order to accommodate projected year 2000 traffic flows.

The 1973 Salem Area Comprehensive Plan, was cooperatively developed by the City of Salem, Polk County and Marion County. This plan assumes additional accessibility in West Salem in the form of improved bridge capacity.

Since the adoption of the 1973 plan, both the City of Salem and Polk County independently adopted plans for the Salem urban area. These jurisdictions have since resolved the conflicts between the two plans, and, together with Marion County have developed a plan for the Salem urban area.

The Salem Urban Area Comprehensive Plan was adopted in September, 1979. The plan, submitted to LCDC for review, was not acknowledged and has been sent back to the jurisdictions for revisions.

The Polk County Comprehensive Plan was adopted in September, 1978, and amended in December 1979. This plan has not been acknowledged by LCDC.

The Riverfront-Downtown Urban Renewal Plan, adopted by the Salem city council in May, 1975, and amended in July, 1977 and January, 1978, is intended to help achieve coordinated development of the downtown Salem area. The primary objectives of this plan are to improve the overall appearance, condition and function of the area; encourage a variety of river-oriented uses; sustain and improve the economic vitality of the CBD; relieve traffic congestion and railroad conflicts; encourage the use of mass transit; and preserve and create natural green belts along existing waterways.

The project lies within the city portion of the Salem urban area Greenway boundary. The statewide goal of the Willamette River Greenway is to protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River.

An Interim Greenway Ordinance (120.500 - 120.570), currently in effect within the City of Salem's jurisdiction in the Greenway, has a section which calls for the review of conditional uses within the Greenway boundary. A revised ordinance was completed in association with the comprehensive plan. Further revision could occur for LCDC plan acknowledgement.

Existing Land Use/Trends

Regional/City of Salem. Salem, the urban center of Marion and Polk Counties, is surrounded by rural and agricultural uses in the valley, and wooded/forest lands in the Coast and Cascade Ranges.

The existing land use within Salem is extremely varied. The diversity of uses includes the retail and office uses of the Central Business District, strip commercial development along some major arterials, government offices, Willamette University, industrial uses (primarily along the river, in the southeast portion of the city, and along rail facilities), established residential neighborhoods, and developing suburban residential areas. There are large areas of public ownership in the southeast section of the city (Municipal Airport, State Penitentiary, State Hospital), beyond the southeast city limits, and in the flood plain of the Willamette River (Minto Island, Wallace Park).

Urban expansion is occurring rapidly in the Salem area. Intensified commercial and expanding industrial uses, increasing multi-family development, reduction in agricultural land, and pressure for low-density residential development in unincorporated areas are characteristic of this trend.

West Salem Study Area. Land use, shown in Figure 32, is more intensified along Wallace Road and Edgewater Street and becomes more rural as the UGB is approached. Uses in the West Salem "core" area include: retail commercial; industrial; and older, established neighborhoods.

Development, particularly of a suburban nature, has been occurring rapidly in West Salem. Large subdivisions and new multi-family developments constitute the major portion of West Salem development trends. In addition, a large grocery/retail shopping center has been constructed along Edgewater Street.

FIGURE 32

EXISTING LAND USE

SINGLE FAMILY RESIDENTIAL

MULTIPLE FAMILY RESIDENTIAL

COMMERCIAL

INDUSTRIAL

PARKS, RECREATION

PUBLIC SERVICES, INSTITUTIONS

OPEN SPACE, AGRICULTURE

2000 1000 0 2000 4000 6000

Scale in Feet

Project Study Area. As shown in Figure 32, land use in the project study area to the east of the river is predominantly commercial. Other uses are a church, an electric substation, and Marion Square Park. Residential use is minimal and decreasing.

Trends in this portion of the project area indicate intensification of uses and a revitalization of the area. A major department store and shops, which were opened in March 1980, are a key part of the retail core redevelopment. A new parking structure, the Chemeketa Parkade, also contains commercial uses on the ground floor level. Also, State Greenway funds have been applied for to assist in the implementation of the Riverfront Greenway development adjacent to the retail core.

Existing land use to the west of the river in the project study area is predominantly park and open space, commercial, and some industrial. Much of the project spans Wallace Marine Park. Commercial and industrial uses have developed in connection with the West Salem core area along Wallace Road and Edgewater Street.

Zoning

As indicated in Figure 33, zoning in the project study area to the east of the Willamette River is basically central business district, industrial commercial district, commercial general district, and public park district.

Zoning in the project study area at the west end of the bridges includes public park district, public service district, industrial park district, commercial retail district, and commercial general district.

Water/Sewer Service

Water service in the Salem urban area is provided by the City of Salem, two water districts, one cooperative association, and numerous private companies. The City of Salem receives water from the North Santiam River. The Orchard Heights Water Association in West Salem receives limited service from the City and is largely dependent on well water. There may be future problems in supplying water to the West Salem area due to possible inadequacy of the water supply to meet future demands, and due to the problem of extending services to potentially developable land.

Sewage collection and treatment in the Salem urban area is a cooperative local and regional undertaking. The sewer districts have entered into agreements with Salem giving it the authority to operate and maintain the districts' collection systems.

A 12-inch water main is attached to the Center Street Bridge; and a 20-inch sewer force main and a 24-inch water main are attached to the Marion Street Bridge. These mains serve the West Salem area from the crest of the ridge to the river.

Agricultural Soils

Both the federal and state governments have developed policies which are intended to protect present and potential agricultural lands. There are

FIGURE 33

ZONING

CG	COMMERCIAL GENERAL	RS	SINGLE FAMILY RES.
CR	COMMERCIAL RETAIL	SR	SUBURBAN RES.
IC	INDUSTRIAL COMMERCIAL	PE,PS	SCHOOLS, PUBLIC SERVICES
CB	CENTRAL BUSINESS	RA	RES. AGRICULTURE
RM	MULT. FAMILY RES.	EFU-20	FARM
RH	HIGH RISE APT. RES.	EFU	FARM
RD	DUPLEX RES.	IP	INDUSTRIAL PARK
RL	LIMITED MULT. FAMILY RES.	IL	LIGHT INDUSTRIAL
		PP	PARKS / RECREATION

2000 1000 0 2000 4000 6000
Scale in Feet

no prime or unique farmlands within the proposed corridor. Class I-IV soils are generally required by the state to be preserved for agricultural uses through local comprehensive plans. Exceptions to this are those lands within an urban growth boundary which has been officially acknowledged by LCDC, such as lands which are already committed to non-farm use or marginal agricultural lands.

When the proposed urban growth boundary is acknowledged by LCDC, both build alternatives would be within the boundary and would therefore not be subject to state regulations for agricultural lands.

Proposed Land Use

Urban Growth Policies/Boundaries. Urban growth policies for the Salem area were approved with the adoption of the Salem Area Comprehensive Plan, in August 1973. The intent of these policies is: to contain urban development within planned urban areas; to conserve resources by encouraging orderly development of land; to preserve farmland and open space; to coordinate economical provision of urban services; to provide greater security in long-range planning; and to preserve and enhance the liveability of the area.

An urban growth boundary was adopted by the City of Salem, Polk County, and Marion County in April, 1974. In addition, two subsequent urban growth boundaries were adopted (one by Polk County and one by the City of Salem) in connection with the revised Salem Area Comprehensive Plans. Discrepancies between these urban growth boundaries have since been resolved. The resulting urban growth boundary (developed in connection with the September, 1979 plan for the Salem urban area) and the 1974 boundary are shown in Figure 34 for comparative purposes. The main difference in the West Salem study area is the exclusion of the flood plain northwest of the bridges in the 1979 proposed boundary.

An Urban Growth Management Program, adopted by the City of Salem on July 23, 1979, lists West Salem as a high priority expansion area for the City of Salem. Most of the presently undeveloped land within the urban growth boundary (mainly upper Glen Creek and Orchard Heights) is included in this expansion area.

Plan Maps. Figure 35 shows the plan map adopted in 1974 in connection with the Salem Area Comprehensive Plan of 1973.

Lands in the project study area to the east of the river are designated commercial, with one block to be utilized for parks and outdoor recreation. Commercial, industrial, and parks and outdoor recreation are the land use categories to the west of the river in the project study area.

Lands in the West Salem study area are generally designated residential and developing residential, with a large area of conservation and open space, several agricultural designations, and scattered designations for public/semi-public, parks and outdoor recreation.

A land use plan map was adopted by Polk County in September, 1978. Lands under Polk County jurisdiction within the urban growth boundary are designated urban reserve.

FIGURE 34

SALEM URBAN GROWTH BOUNDARIES

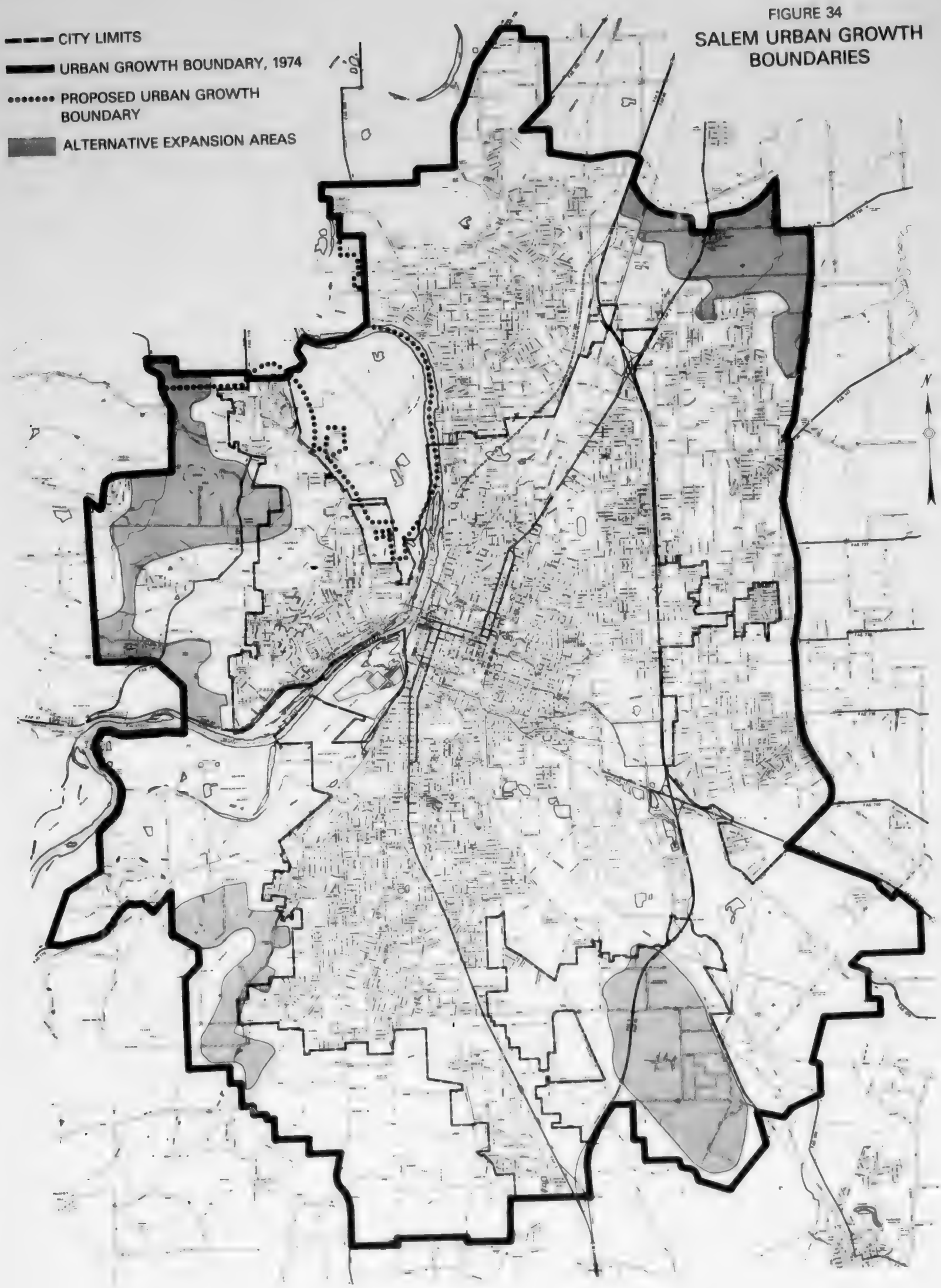
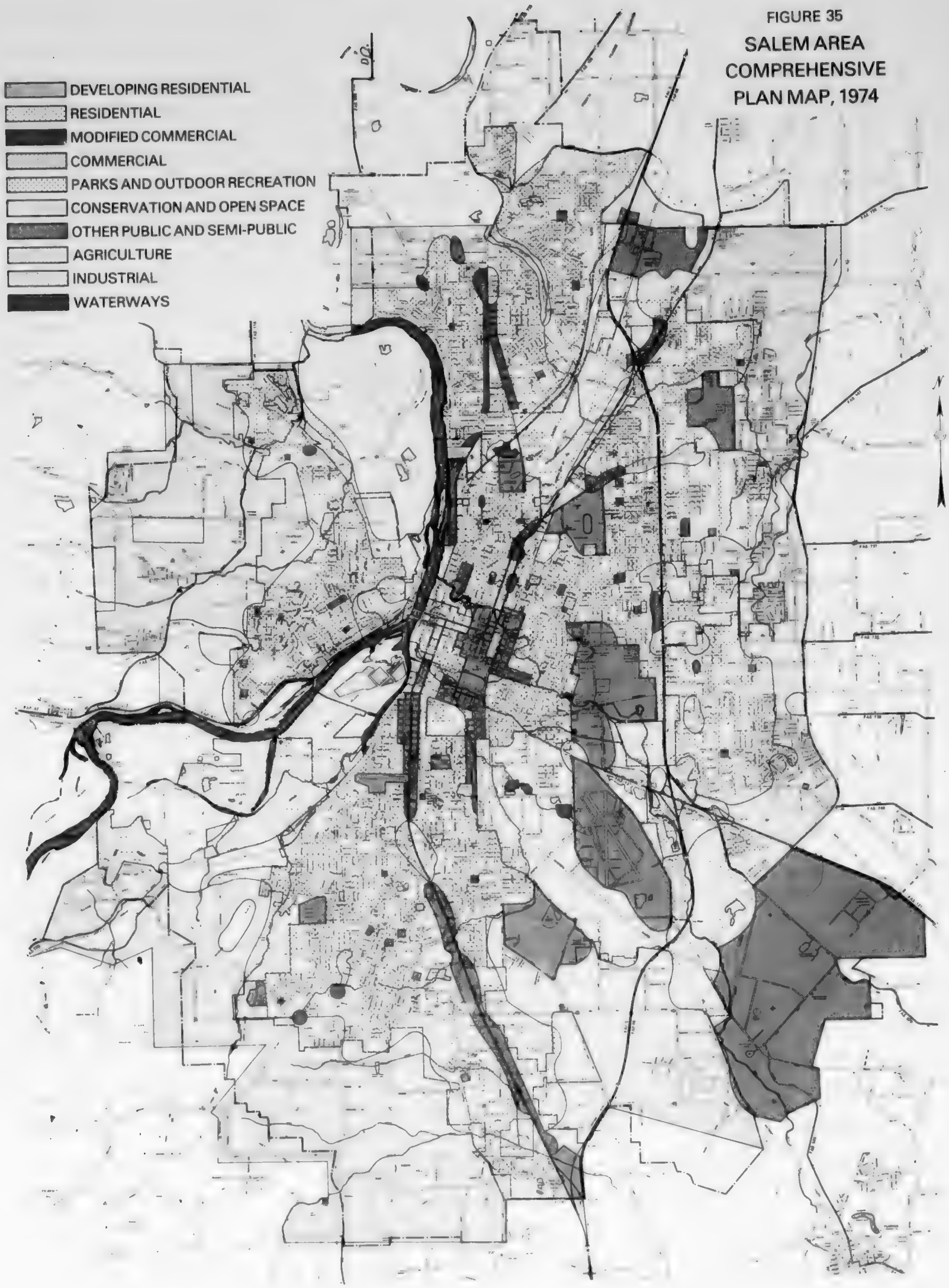


FIGURE 35

SALEM AREA COMPREHENSIVE PLAN MAP, 1974



The final version of the Salem urban area map will likely be similar to the general land use plan map developed in connection with the recent Salem Area Comprehensive Plan (1979), as shown in Figure 36. Commercial, parks and outdoor recreation, and industrial use is shown in the project study area. Other uses in the West Salem study area include low, medium and high density residential, community services, and conservation.

Another, more localized, general land use plan was adopted in the Riverfront-Downtown Urban Renewal Plan. Figure 22 shows the type of development being considered for the downtown Greenway area.

Development Constraints

Major constraints in the West Salem study area are steep slopes, slide areas, flood plains, and limited groundwater supplies.

Aesthetic Considerations

Aesthetics can be defined as the qualities of the environment which combine to form a perception that is beautiful, attractive, or pleasant. Aesthetic considerations are important factors of a liveable environment. Aesthetic effects of a highway are therefore important to both those who view the highway and to highway users viewing the surrounding environment. Analysis of aesthetic quality helps determine acceptable changes in the general visual character and the types of mitigative measures which best blend with the landscape. Alterations which greatly affect the dominant natural features of the landscape would adversely impact the aesthetic character.

In their respective planning documents, both the City of Salem and Polk County recognize the need for retention and protection of aesthetic qualities.

Briefly, the eastern project study area is urban in nature, with wide streets, extensive tree plantings, and overhead wires in many areas. Towards the river, the parking and open space, unpainted metal structures, overhead utility lines, and vacant lots used for outdoor storage exemplify the transitional nature of the area. The river is not visible from most of this area. Marion Square Park provides a natural area with tall evergreen trees and is a pleasant deviation from the area's urban character.

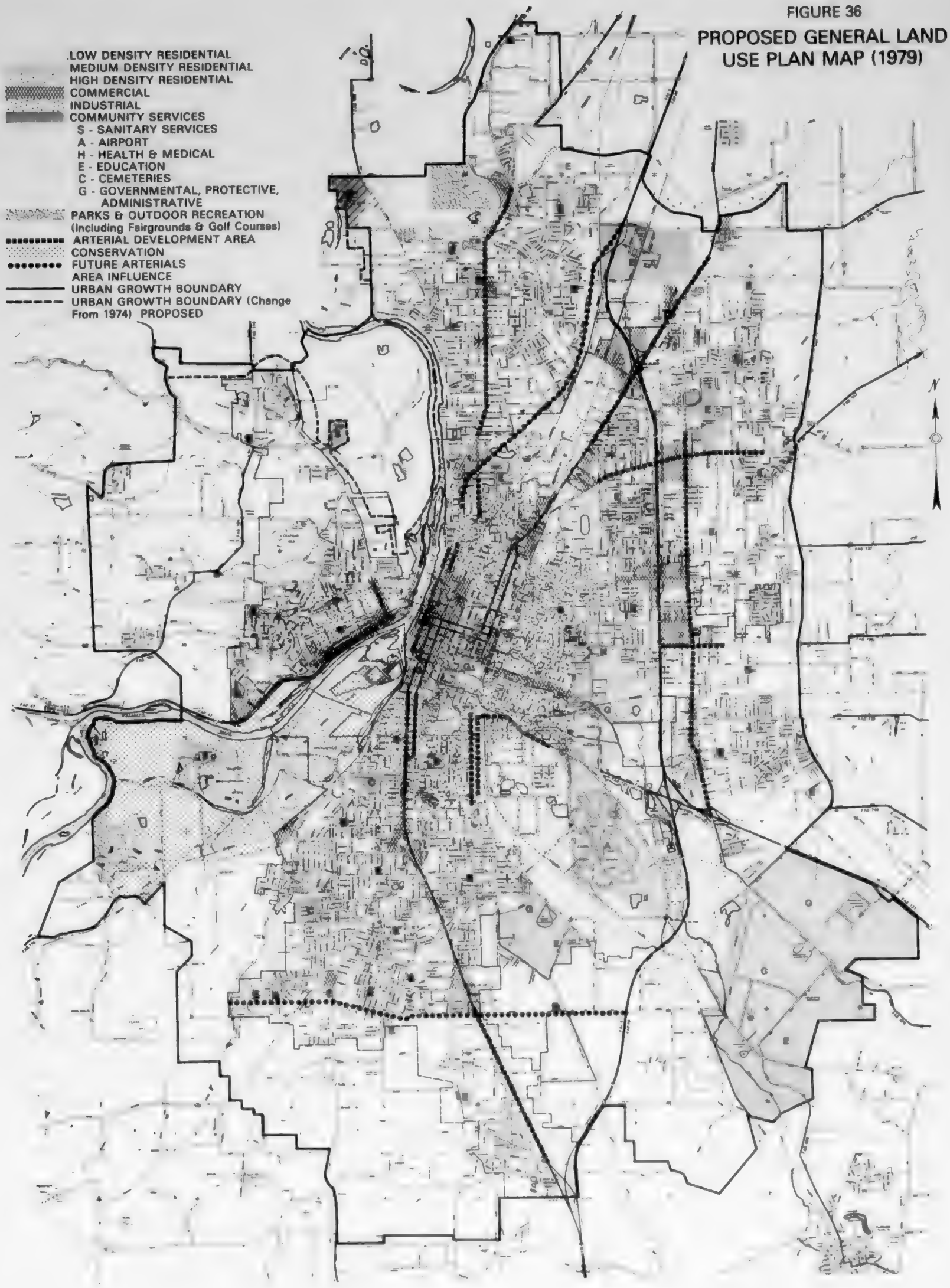
The Willamette River flood plain is a valuable visual element in Salem but has not been extensively utilized as a visual resource. This trend is changing however, with emphasis in the Salem development plans to reorient the city to the river.

On the west side, while ORE 22 screens the river from the core area of West Salem, it offers the auto traveler a pleasant view of the river, Minto Island, and the City of Salem. The industrial area behind the ORE 22 is typified by gray buildings, utility lines, railroad tracks, and Edgewater Parkway.

Wallace Marine Park, with its gravel beaches, wooded banks, and generally natural atmosphere, serves a very important function of preserving the green corridor along the Willamette River.

FIGURE 36

PROPOSED GENERAL LAND USE PLAN MAP (1979)



Other significant visual features seen from the bridges include the West Salem hills, South Salem hills, and, weather permitting, the outline of the Cascades (including Mount Jefferson), and the sunrise and sunset.

Impacts and Mitigation

Transportation facilities have both direct and indirect effects on land use. Direct impacts are caused by the conversion of land from existing uses to right-of-way for the highway. Indirect or secondary effects result from changes in land use on lands not acquired for right-of-way, being stimulated by changes in access and transportation service. Through time, indirect changes often outweigh the significance of the direct effects. Additionally, future changes in land use can significantly affect the use and utility of the highway improvement. Because of this interrelationship of land use and transportation, coordinated planning is essential.

Land Use Impacts

Primary Impacts. Immediate land use conversions for right-of-way purposes are the main primary impacts associated with land use. Acquisition of land for right-of-way purposes would effectively close options for other eventual uses. Table 15 provides comparative information, by alternative, on the amount of land which would be taken out of its existing use for right-of-way purposes.

TABLE 15

Right-of-Way Displaced Uses*
Willamette River (Marion and Center Street) Bridges

	Commercial	River	Parks/ Recreation	Open Space	Total
Alternative 1	0	0	0	0	0
Alternative 2	1.25 (46%)	.07 (3%)	.38 (14%)	1.00 (37%)*	2.70
Alternative 3	1.25 (40%)	.24 (8%)	.60 (20%)	1.00 (32%)*	3.09

*Data is provided in acres. Uses already within existing right-of-way are noted with an asterisk. Data in parenthesis is the percent of the displaced use as compared to the total amount of displaced uses for the given alternative.

The no-build alternative (Alternative 1) would have no direct impact on land use since additional right-of-way is not required. In contrast, both of the build alternatives would require 1.25 acres of commercial land for right-of-way.

Some right-of-way would be required in the river itself for piers (.07 acre for Alternative 2 and .24 acre for Alternative 3).

The approximate right-of-way requirements in Wallace Marine Park are .38 acre for Alternative 2 and .60 acre for Alternative 3.

At the west end of the bridges, there would be approximately 1 acre of new structure area (additional to the existing structure) with Alternative 2 and 1-1/2 acres with Alternative 3. This use concerns airspace only. Because the current uses beneath the new structure area are now for recreational and open space use, no change of use would result.

Additional footings and columns would be necessary for the bridge construction. Displaced uses in this case would be recreational and open space. Also, about one acre with Alternative 3 and slightly less with Alternative 2 of open space (with some landscaping) would be required for the bikeway, the braid, and the extra lane on to Wallace Road.

In the short-term, a temporary easement south of the existing Marion Street Bridge right-of-way would be utilized for construction purposes. This would take existing recreational and open space lands out of use for the short-term period of construction. Long-term land use impacts from the construction period would not occur because the land in this area would ultimately be returned to the open space and/or recreational use.

Secondary Impacts. Secondary land use conversions are considered to be of long-term duration. In determining the secondary effects, it must be remembered that changes in accessibility caused by highway improvements influence land use, but do not determine land use types and patterns. Because the general project area is undergoing rapid development, moderately dense suburban development patterns are likely in much of the Salem area. By providing access, the transportation facility is important in influencing future land use patterns. However, the "ultimate" land use pattern is guided by local government policies and plans.

Alternative 1 (No-Build). The no-build option would not involve direct land use conversion. Current uses in the project study area would likely continue, except for planned riverfront development in the downtown area. In West Salem, urban expansion and intensification of uses would probably continue to occur as long as services are available.

While a continuation of current trends may be expected with the no-build in comparison with the build alternatives, the no-build may tend to slow the rate of development in West Salem. If the no-build causes a reduction of the anticipated growth rate in West Salem, an increased growth rate could conceivably be shifted to other areas within the urban growth boundary.

Since the no-build alternative is not included in the current planning documents, a choice of the no-build would necessitate a reconsideration of the existing plans.

Alternatives 2 and 3. Both of the build alternatives would provide improved access to West Salem and beyond. Because of improved access, the build alternatives would provide impetus for increased development pressures in those areas, thereby increasing the rate of development. Alternative 3 would increase the pressure for development in West Salem somewhat more than

Alternative 2 because of the improved capacity with the former. However, construction of either of these alternatives would not result in any appreciable difference in the eventual development potential for the area.

Research indicates that improved accessibility tends to result in increased pressure for development in outlying areas. While highway accessibility may contribute to growth, it is not the singular cause for growth. Land use planning and controls, economic conditions, development constraints, etc., greatly influence development. Types and densities of development, then, will occur in accordance with a variety of interrelated factors.

In essence, possible secondary land use impacts and mitigation associated with the alternatives are primarily the function of local jurisdictional control. The controls and incentives utilized by these jurisdictions will determine the extent of associated land use implications.

Water/Sewer Impacts

There are water and sewer lines on the Marion Street Bridge and a water line on the Center Street Bridge. Disruptions to these utilities, if any, would be held to a minimum by coordination between the affected utility companies and the contractor's construction operations.

Aesthetic Impacts

Impacts under consideration include the view of the highway (including the compatibility of the project alternatives with the existing visual setting and specific amenities); the view from the route (curves and structures, harmony of the road with the topography and landscaping) and the exposure of adjacent land uses which may be either attractive or unpleasant.

Alternative 1 (No-Build). Alternative 1 would result in no variation from the present scenic quality.

Alternatives 2 and 3. The construction of either of the build alternatives would appear to have basically positive impacts. Most aesthetic impacts will occur in relation to the Center Street Bridge.

Obviously, the view of the bridges will change, but because preliminary designs are not available, this aesthetic impact cannot be discussed at this time. However, the visual aspect of the bridge will be included in the overall structural design.

The negative aesthetic impact of this project is the removal of vegetation during construction, and the removal of vegetation at the west end of the bridge for the bikeway, the braid, and the footings and columns.

In order to help mitigate the aesthetic impacts, care will be taken to preserve natural vegetation during construction. Where this is not possible, prompt revegetation will be done to lessen the aesthetic impact.

The removal of vegetation for the bikeway, braid, and footings and columns cannot be mitigated.

Conformance with Goals and Policies

This section will briefly summarize possible conflicts between proposed project alternatives and state and local policies. It is necessary to remember that comprehensive planning is an on-going process; changes to the adopted plans are a part of the process. Further, the process assumes that all goals cannot be completely met on all properties at all times; "trade-offs" between conflicting goals are unavoidable, necessary and anticipated as part of the process. Single purpose planning, however, such as highway location, should support and complement local comprehensive plans and policies in order to ensure optimal use of resources during developmental actions.

Statewide Planning Goals. State statute requires state agencies to "carry out their planning duties, powers and responsibilities and take actions that are authorized by law with respect to programs affecting land use in accordance with state-wide planning goals...." (O.R.S. 197.180). This and other requirements call for coordinated planning by all levels of government and the public to ensure project compatibility with local comprehensive plans.

If a highway project is part of the affected area's comprehensive plan that has been acknowledged by LCDC, to be in compliance with the statewide goals the project is considered to be in conformance with the goals. If the local jurisdiction's plan has not been acknowledged or if no plan is in effect, ODOT has the responsiblity of evaluating the proposed project for its conformance with the goals. The review "will identify any goal conflicts and any corridor, location and design alternatives considered for minimizing these conflicts" (ODOT Comprehensive Planning Coordination Program).

Mitigation measures per se do not exist in regard to non-conformance with plans and policies. Mitigation is best accomplished by selecting the alternative which largely conforms with local plans and policies.

Table 16 summarizes the evaluation of the project alternatives with regard to the statewide goals.

Local Plans and Policies

Year 2000 Transportation Plan. The no-build alternative is in conflict with the transportation plan recommendation for improvement of the bridge structures. The no-build is also in potential conflict with the transportation plan goal to provide for the safe and efficient movement of people and goods; and the objective which encourages the design and development of transportation facilities that can readily be modified to accommodate future demands.

The build alternatives are consistent with this plan.

Salem Area Comprehensive Plan, 1973. The no-build is in potential conflict with the transportation goal to provide a safe, convenient and efficient transportation system integrating a variety of transportation modes to meet present and future needs, and is in potential conflict with this plan in that the plan assumes additional accessibility to West Salem in the form of improvement of the bridge capacity.

TABLE 16
LCDC GOAL CONFORMANCE REVIEW

Project Name: Willamette River (Marion & Center Street) Bridges

Alternative 1 (No-Build)

	GOAL	NOT APPLICABLE	APPLICABLE CONSISTENT	APPLICABLE, POTENTIAL CONFLICT	REMARKS
1	Citizen Involvement		X		
2	Land Use Planning			X	Planning expressly anticipates improved bridge capacity.
3	Agricultural Lands		X		
4	Forest Lands	X			
5	Open, Scenic, Historic	b, c, e, l	a, d, f, g, h, i, j, k *		
6	Air, Water, Land		X		
7	Natural Hazards		X		
8	Recreation			X	Decreased access to Wallace Marine Park
9	Economy			X	Traffic congestion is disincentive for economic growth
10	Housing			X	Secondary effects not compatible with growth
11	Public Facilities			X	Plans for West Salem
12	Transportation		X		
13	Energy			X	Increasing congestion wastes energy
14	Urbanization		X		
15	Greenway		X		
16	Estuary	X			
17	Coastal Shores	X			
18	Beaches, Dunes	X			
19	Ocean Resources	X			

*Letters refer to specific resources covered under the goal.

TABLE 16 (cont'd)
LCDC GOAL CONFORMANCE REVIEW

Project Name: Willamette River (Marion & Center Street) Bridges — Alternative 2 (3-Lane Marion & 4-Lane Center St. Br.)

	GOAL	NOT APPLICABLE	APPLICABLE CONSISTENT	APPLICABLE, POTENTIAL CONFLICT	REMARKS
1	Citizen Involvement		X		
2	Land Use Planning		X		
3	Agricultural Lands		X		
4	Forest Lands	X			
5	Open, Scenic, Historic	c, e, l	b, h, i, j, k	d, g, a, f *	Limited fish, aquatic life & wetlands impacts Loss of under one acre open space; temporary scenic impacts
6	Air, Water, Land		Air	Water/ Land	Temporary adverse water quality impacts: scouring, turbidity, sedimentation; and land impacts: staging, waste stockpiling.
7	Natural Hazards		X		
8	Recreation			X	Construction easement impact on Wallace Marine Park
9	Economy		X		
10	Housing		X		
11	Public Facilities		X		
12	Transportation		X		
13	Energy			X	Proposal more energy efficient, but 27 years needed to offset construction energy use
14	Urbanization		X		
15	Greenway		X		
16	Estuary	X			
17	Coastal Shores	X			
18	Beaches, Dunes	X			
19	Ocean Resources	X			

*Letters refer to specific resources covered under the goal.

TABLE 16 (cont'd)
LCDC GOAL CONFORMANCE REVIEW

Project Name: Willamette River (Marion & Center Street) Bridges — Alternative 3 (two 4-Lane Bridges)

	GOAL	NOT APPLICABLE	APPLICABLE CONSISTENT	APPLICABLE, POTENTIAL CONFLICT	REMARKS
1	Citizen Involvement		X		
2	Land Use Planning		X		
3	Agricultural Lands		X		
4	Forest Lands	X			
5	Open, Scenic, Historic	b, c, e l	h, i, j, k	d, g, a, f *	Limited fish, aquatic life & wetlands impacts Loss of under one acre open space; temporary scenic impacts
6	Air, Water, Land		Air	Water/ Land	Temporary adverse water quality impacts: scouring, turbidity, sedimentation; and land impacts: staging, waste stockpiling.
7	Natural Hazards		X		
8	Recreation			X	Construction easement impact on Wallace Marine Park
9	Economy		X		
10	Housing		X		
11	Public Facilities		X		
12	Transportation		X		
13	Energy			X	Proposal more energy efficient, but 27 years needed to offset construction energy use
14	Urbanization		X		
15	Greenway		X		
16	Estuary	X			
17	Coastal Shores	X			
18	Beaches, Dunes	X			
19	Ocean Resources	X			

*Letters refer to specific resources covered under the goal.

Because of secondary impacts, the build alternatives could be in potential conflict with the plan policies for efficient provision of services and avoidance of development in the flood plains. As previously indicated, however, these development issues are primarily the responsibility of local jurisdictions.

Draft Salem Urban Area Comprehensive Plan, 1979. Since the Urban Growth Management Program has been adopted as part of the Salem Urban Area Comprehensive Plan, the West Salem area will be considered a high priority expansion area. The no-build alternative could eventually inhibit growth and could, therefore, conflict with these plan assumptions.

The build alternatives could promote an increased rate of development in West Salem. Some of this development may put pressure on the provision of timely, orderly and efficient public services, one of the growth management goals of the plan. The build alternatives also require the utilization of open space and the destruction of some ground cover and trees, which are to be conserved according to the proposed plan.

Polk County Comprehensive Plan. Because the project is within the city limits, conformance with the county plan basically concerns the secondary impacts associated with development.

The no-build alternative is in potential conflict with the county transportation goal to develop a safe, convenient, and economic transportation system.

If pressure for growth in the county increases as a result of the build alternatives, it may be more difficult to protect agricultural lands, open space and natural areas, and the scenic elements of the environment, which the county plan indicates should be protected.

Development Programs/Urban Renewal. The no-build alternative conflicts with the Riverfront-Downtown Urban Renewal Plan which includes the bridge construction as part of its plan.

The build alternatives are consistent with the renewal plan.

Willamette River Greenway. According to LCDC's Order Adopting Preliminary Willamette River Greenway Plan, the type of activity necessary for construction of the build alternatives of this bridge project falls under the definition of Intensification of Use. As such, a Greenway Conditional Use permit must be obtained by the City of Salem in order to allow construction of either of the build alternatives. Prior to granting a Greenway Conditional Use permit, the city will have to find that the land had been committed to urban use before December 6, 1975. Upon finding that the land has been committed to an urban use, the intensification of use will be permitted as long as the following conditions are met:

-- That to the greatest possible degree, the intensification of use will provide maximum practicable landscaping, aesthetic enhancement, open space of vegetation between the activity and the river; and

-- That to the greatest possible degree, public access will be provided by appropriate legal means to and along the river.

AIR QUALITY (11)

Existing Setting

Study Area/Methodology

The study area used for air quality analysis is found in Figure 37. Since the bridges greatly influence traffic volumes and conditions around the immediate project vicinity, a larger area was chosen to fully assess air quality impacts. The study area not only includes the most important roadway links, such as the Front Street Bypass, it also contains key receptors such as the Gilbert House, parks, and dwellings. Within this area a street network was established focusing upon 42 street links. Detailed traffic projections: peak hour, 8-hour, and 24-hour volumes, speed, and traffic mix were then made for these links to aid the air quality analysis.

Data were projected for 1978, 1983, 1988 and 2000. These have been determined to be critical air quality study years. 1978 represents the base year in which both the carbon monoxide (CO) and ozone (O_3) standards are violated in Salem. 1983 is the year the Salem area is required to attain air quality standards and thus comply with the Oregon State Implementation Plan (SIP). 1983 is also the year the detour would be in effect, if it is used. 2000 represents a distant future year to determine if CO and O_3 standards might again be violated at a later date. 1988 is ten years beyond the base year and approximates the mid-point of the study period.

Traffic changes between build and no-build alternatives are substantial. Without the proposed bridges, traffic increases were assumed to be minimal. With the new bridges, the Year 2000 volumes over each bridge were projected to be 45,000 ADT compared to 30,000 ADT under no-build. This difference represents growth permitted by improvements to the bridges.

Existing Air Quality

Salem is part of the Portland Interstate Air Quality Control Region No. 193, and has been designated as a non-attainment area for carbon monoxide (CO) and ozone (O_3). This means that the National Ambient Air Quality Standards (NAAQS) for these pollutants are violated in this area. The designation as a non-attainment area requires control strategies to be developed and implemented that lead to attainment of the NAAQS.

The Clean Air Act Amendments of 1977 give the states until 1983 to achieve attainment. The State of Oregon has developed a State Implementation Plan (SIP) that includes a strategy for Salem which is designed to meet this requirement.

Several pollutants are monitored in the Salem area. They are: total suspended particulates (TSP), lead (Pb), sulfur dioxide (SO_2), carbon monoxide CO, and ozone (O_3). In addition, visibility is also monitored. monitoring is done at McNary Airport (O_3), Winter and Court Street (State Library) (TSP and Pb), and at Center and Liberty Street (SO_2 and CO).

FIGURE 37
TRAFFIC LINK NETWORK

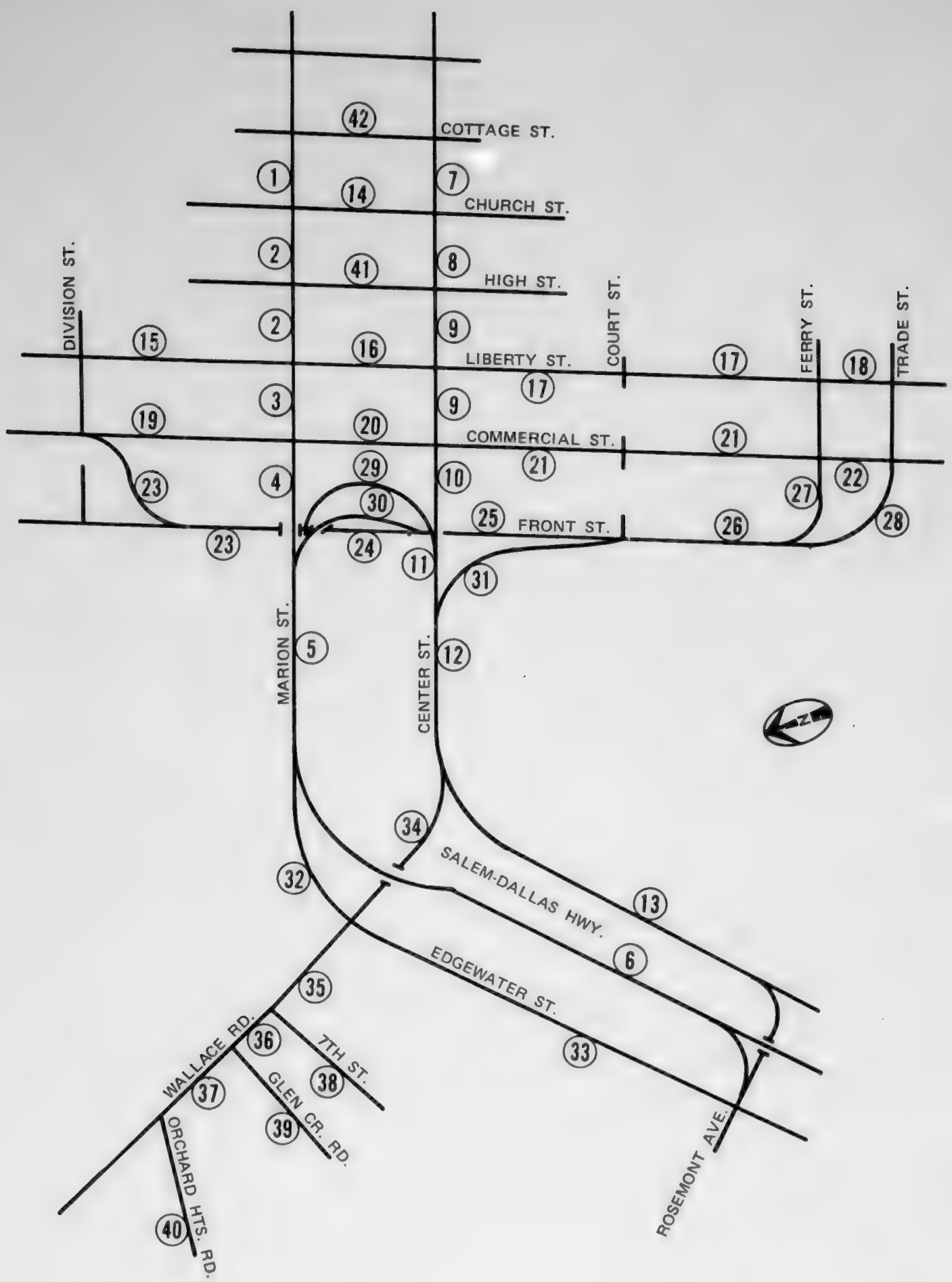
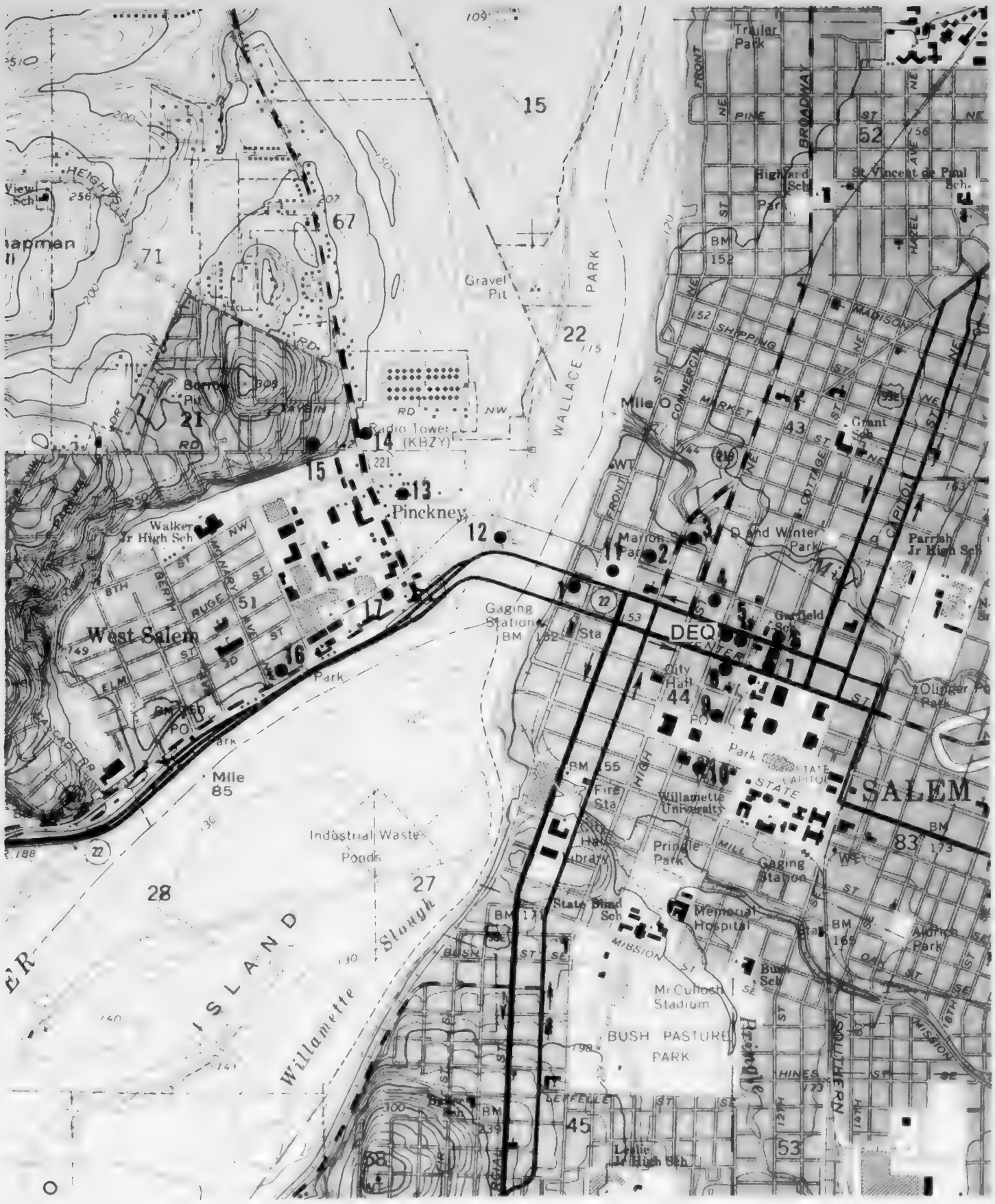


FIGURE 37a
RECEPTOR LOCATIONS



The latter site was moved on October 25, 1978 and relocated to the Fuller Paint Store on Marion and Church Streets. Monitoring began again on October 29, 1978.

Carbon Monoxide. The one hour CO standard has never been exceeded but the 8-hour standard has been violated three out of the four years monitored. During November and December, 1978, the 8-hour standard was exceeded four times, and the highest concentration was 12.6 mg/m^3.*

Ozone. The revised O_3 standard of 235 ug/m^3 was exceeded three of the last five years. In 1978 it was exceeded four times.

Total Suspended Particulate. Salem is an attainment area for TSP.

Sulfur Dioxide. Salem is an attainment area for SO_2.

Nitrogen Dioxide and Hydrocarbons. NO_2 and HC are not monitored in Salem. Except in relationship to the formation of oxidant (ozone), these pollutants are not considered to be a problem.

Lead. Salem is an attainment area for lead.

Impacts

General

All alternatives will indirectly contribute to air pollution because motor vehicles are significant emitters of pollution especially of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), and particulates (TSP), including lead (Pb). The hydrocarbons and NO_x together with sunlight are further involved in complex reactions that lead to the formation of photochemical oxidants--primarily ozone (O_3). All of these pollutants pose health hazards for humans and can, additionally, cause damage to vegetation, animals and property. Because of the potential environmental impact of these pollutants, state and federal concentration standards have been established. The federal standard, NAAQS, exists for CO, NO , Pb, O , SO_2, and TSP (see Table 17). Violations of the CO and O_3 standards are measured in the Salem area.

Over a period of years CO and HC emissions will decrease significantly due to the Federal Motor Vehicle Emissions Control Program and anticipated improved fuel economy. The worst emission years were identified to be 1978 for CO, HC, Pb and TSP, and 2000 for NO_x. Total emissions analysis shows reductions in CO and HC but increases in NO_x.

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*CO is the pollutant of greatest concern because the 8-hour standard is currently violated in Salem and because the project will directly affect CO concentrations. The second highest 8-hour concentration determines whether the standard has been violated. The second highest concentration measured in Salem was 12.9 mg/m^3 in 1974. However, the monitor has since been relocated. A revised second highest concentration has been determined by statistical analysis to be 12.5 mg/m^3.

TABLE 17

FEDERAL AND STATE OF OREGON AMBIENT AIR QUALITY STANDARDS

POLLUTANT	DESCRIPTION	SAMPLING PERIOD	PRIMARY STANDARD	SECONDARY STANDARD
Sulfur Dioxide (SO_2)	Result primarily from the combustion of sulfur containing fossil fuels. Their presence has been associated with the increased incidence of respiratory disease, increased death rates and property damage.	Annual arithmetic mean. 24-hour maximum* 3-hour maximum*	80 ug/m^3 365 ug/m^3 ---	60 ug/m^3 260 ug/m^3 1,300 ug/m^3
Total Suspended Particulates (TSP)	Particulate matter, either solid or liquid, may originate in nature or as a result of industrial processes and other human activities. By itself or in association with other pollutants, particulate matter may injure the lungs or cause adverse effects elsewhere in the body. Particulates also reduce visibility and contribute to property damage and soiling.	Annual Geometric mean. Oregon Standard 24-hour maximum*	75 ug/m^3 60 ug/m^3 260 ug/m^3	60 ug/m^3 150 ug/m^3
Carbon Monoxide (CO)	Carbon monoxide is a by-product of the incomplete burning of the carbon-containing fuels and of some industrial processes. The most abundant source of this pollutant is the internal combustion engine. It decreases the oxygen-carrying ability of the blood and, at levels often found in city air, may impair mental processes.	8-hour maximum* 1-hour maximum*	10 mg/m 40 mg/m^3	Same as Primary Same as Primary
Ozone (O_3)	Ozone is produced in the atmosphere when reactive organic substances, chiefly hydrocarbons, and nitrogen oxides are exposed to sunlight. Photo-chemical oxidants irritate mucous membranes, reduce resistance to respiratory infection, damage plants and contribute to the deterioration of materials.	1-hour maximum** Oregon Standard*	235 ug/m^3 160 ug/m^3	Same as Primary
Nitrogen Dioxide (NO_2)	Nitrogen oxides usually originate in high-temperature combustion processes. The presence of nitrogen dioxide in the air has been associated with a variety of respiratory diseases. Nitrogen dioxide is essential in the natural production of photochemical oxidant.	Annual arithmetic mean.	100 ug/m^3	Same as Primary
Lead (Pb)	Airborne lead results primarily from automobile emissions. Symptoms of mild lead intoxication include loss of appetite, drowsiness and abdominal pain. Ingestion is the prime method leading to elevated blood-lead levels. Airborne lead, by settling out, may contaminate dirt and dust thus becoming potentially harmful.	One month average (Oregon Standard) Three month average	3.0 ug/m^3 1.5 ug/m^3	---

*Not to be exceeded more than once annually.
**Not to be exceeded more than one day per year.

ug/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter

Emission rates are not constant but vary widely due to the introduction of cleaner cars, the deterioration of control equipment, vehicle speed and air temperature. These are just a few of the variables that can change emission rates. The Clean Air Act requires auto manufacturers to build cars that will progressively reduce emission rates in the future so that, even though traffic volumes can be expected to increase, air pollutant concentrations will decrease over the next few years.

The effect of induced growth is evident in this analysis. The build alternative will result in about 10 million additional vehicle miles of travel per year within the study area. Much of the increase can be attributed to induced growth.

DEQ and EPA require that air quality be analyzed during the year of maximum impact and the first and last year of non-compliance with the SIP and with air quality standards. So violations of the 8-hour carbon monoxide standard and the ozone standard must be examined.

Carbon Monoxide. The SIP requires a 20% reduction in CO emissions by 1983 in order for the Salem area to reach attainment. The total emissions analysis shows that while no-build will not achieve a 20% reduction, the build alternative will achieve more than the 20% reduction by 1983. This indicates compliance upon completion of the project in 1983.

However, because a 20% reduction of the second highest CO concentration results in a CO value of 10mg/m^3, the CALINE 3 model was used to predict future CO levels at several receptors in the downtown Salem area. These receptors, see Table 17a, represent critical locations where people may be exposed to polluted air for eight hours or more.

TABLE 17a

RECEPTOR LOCATIONS

1. Gilbert House, Water Street and Marion Street
2. Apartments, Union Street and Commercial Street
3. Apartments, Division Street and Liberty Street
4. Apartments, Church Street and Union Street
5. Apartments, Marion Street and Cottage Street
6. Residence, Winter Street and Marion Street
7. Residence, Winter Street and Center Street
8. Residence, Center Street and Cottage Street
9. Apartment, Court Street and Cottage Street
10. Apartment, Court Street and State Street
11. Marion Square Park
12. Wallace Marine Park
13. Residence, Moyer Lane
14. Residence, Wallace Road
15. Residence, Glen Creek Road
16. Residence, Edgewater Street
17. Mobile Homes, 1st Street and Van Street

The analysis predicts that two receptor sites will violate the NAAQS with the no-build in 1983. However, with the build alternative, all receptor sites are within the NAAQS and no violations will occur, see Table 17b. This also indicates compliance of the project with the SIP.

TABLE 17b

PREDICTED 8-HOUR AVERAGE CO CONCENTRATIONS

Receptor	Location	No-Build Alternative				Build Alternative 3			
		1978	1983	1988	2000	1978	1983	1988	2000
DEQ	Church and Marion St.	12.7	10.6	8.7	7.8	12.7	9.4	7.2	7.4
1	Water and Marion St.	9.8	8.3	6.3	6.0	9.8	7.9	5.8	6.1
2	Union and Commercial St.	10.4	7.1	5.7	5.5	10.4	6.7	5.3	5.6
3	Division and Liberty St.	13.5	9.2	7.2	6.6	13.5	7.5	5.9	6.3
4	Church and Union St.	9.9	8.1	6.4	5.9	9.9	7.6	5.8	6.1
5	Marion and Cottage St.	12.0	9.9	8.2	7.6	12.0	8.7	6.8	7.2
6	Winter and Marion St.	11.7	9.9	8.1	7.4	11.7	8.8	6.9	7.0
7	Winter and Center St.	11.3	9.2	7.1	6.4	11.3	8.6	6.6	6.8
8	Center and Cottage St.	13.1	10.7	8.1	7.1	13.1	9.8	7.5	7.6
9	Court and Cottage St.	9.2	7.4	5.9	5.3	9.2	7.0	5.5	5.7
10	Court and State St.	9.0	7.1	5.5	5.1	9.0	6.9	5.2	5.4
11	Marion Square Park	12.5	9.0	7.1	6.5	12.5	8.1	6.2	6.5
12	Wallace Marine Park	9.8	8.3	6.6	6.0	9.8	7.5	5.8	5.9
13	Moyer Lane	8.9	7.2	5.7	5.2	8.9	6.8	5.1	5.4
14	Wallace Road	8.8	7.0	5.5	5.1	8.8	6.7	5.1	5.4
15	Glen Creek Road	9.5	7.8	6.2	5.3	9.5	7.4	5.6	5.9
16	Edgewater St.	10.1	8.0	6.2	5.6	10.1	7.6	5.7	6.0
17	1st and Van St.	11.0	9.2	7.2	6.5	11.0	8.6	6.6	6.8
	Corrected Intercept	5.8	4.7	3.9	3.7	5.8	4.5	3.7	4.0

Ozone. The Mid-Willamette Valley Council of Governments estimates that volatile organic compounds (VOC) emissions must be reduced 12% from 1977 levels in order for Salem to attain the 235 ug/m^3 NAAQS for ozone by 1983. According to total emissions analysis, hydrocarbon (HC) emissions would decrease 33.5% by 1983 for the build alternative. No-build would result in an HC decrease of 30.5%. All alternatives, therefore, should contribute toward full attainment of the ozone NAAQS by 1983 and thereafter.

The State of Oregon oxidant standard remains 160 ug/m . This standard will probably continue to be violated after 1983 regardless of the alternative selected. Build alternatives bring about greater emissions reductions than no-build, however.

Total Suspended Particulate. TSP standards are not violated in Salem. The maximum annual geometric mean, 48.4 ug/m^3 in 1974, was within standards. The maximum second highest 24-hour concentration .150 ug/m^3in 1977, equaled the secondary standard. It is unlikely that the project would cause a violation of the annual standard, but it could contribute to a violation of the 24-hour standard. Recent increases in the use of diesel cars may also contribute to the problem.

Nitrogen Dioxide. NO_2 is not monitored in the Salem area and violations of the NO_2 standard probably do not occur. There would be a net increase in nitrogen oxides resulting from the build alternatives. This is due to greater traffic volumes and higher speeds. Nevertheless NO_2 standards should not be violated by year 2000.

Lead. None of the lead standards have been violated in Salem. Scheduled decreases in the lead content of gasoline and increases in fuel economy of cars will further reduce future emissions.

Sulfur Dioxide. The 24-hour SO_2 standard was exceeded in Salem in 1976. Since motor vehicles emit very little SO_2 the impact of the build alternatives would be negligible.

Mitigation Measures

CO and TSP standards should not be violated in the Salem area after 1983. During construction, violations may occur. These conditions may be mitigated by scheduling the detouring of traffic during the spring, summer, and fall months. Keeping holiday traffic disruptions to a minimum will also help to lessen CO emissions.

TSP can be reduced by watering during earth moving activities.

State Implementation Plan Consistency

All alternatives would be consistent with the ozone portion of the SIP. The build alternative would reduce emissions more than no-build.

Total emissions analysis indicates that no-build would not satisfy the CO emissions goal until 1984. However, the build alternative would satisfy the SIP goal by 1983. Modeling for the build alternative shows that all receptors would attain standards by 1983. Thus the build alternative is consistent with the SIP.

Salem Regional Parking and Circulation Plan Consistency

The project is not consistent with the July, 1977 Regional Parking and Circulation Plan. That plan is based on a much lower growth rate for West Salem than is currently envisioned.

NOISE (12)

The Federal Highway Administration has established noise guidelines for analyzing traffic noise on a project-by-project basis. The guidelines are found in Section 7-7-3 of the Federal Highway Program Manual. This study was prepared in compliance with these guidelines.

Noise predictions for the subject project were made using methodology presented in the Federal Highway Administration publication FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), December, 1978. Noise predictions were made using both peak automobile hour and peak truck hour traffic volumes and speeds to determine periods of maximum noise impact.

Existing Setting

Noise sensitive land use along the project is primarily parkland. Edgewater Parkway, Wallace Marine Park and Marion Square Park are all sensitive receptors (see Figure 38). The first property is owned primarily by the Highway Division and serves primarily as a landscaped green strip which also contains a bikeway over its length. The second property is a regional park which occupies the west bank of the Willamette River beneath and for almost a mile downstream from the project bridges. The third property is now technically a special use facility though it is a very old park property and was formerly a town square. It has been determined to be eligible for nomination to the National Register of Historic Places. It is bordered by four busy streets and is situated at the edge of the Salem CBD.

Another sensitive property is the Gilbert House which is located between the bridges on the east side (see Figure 38). It has also been determined to be eligible for nomination to the National Register. Past use has been as a boarding house, but the building is now being renovated for use as a restaurant. A small residential area composed of ten single-family residences is also situated between the bridges.

Remaining areas along the project are all zoned and presently being used as commercial property. This includes the rest of the downtown area along Marion and Center streets, and the West Salem area near ORE 22 along Edgewater Street.

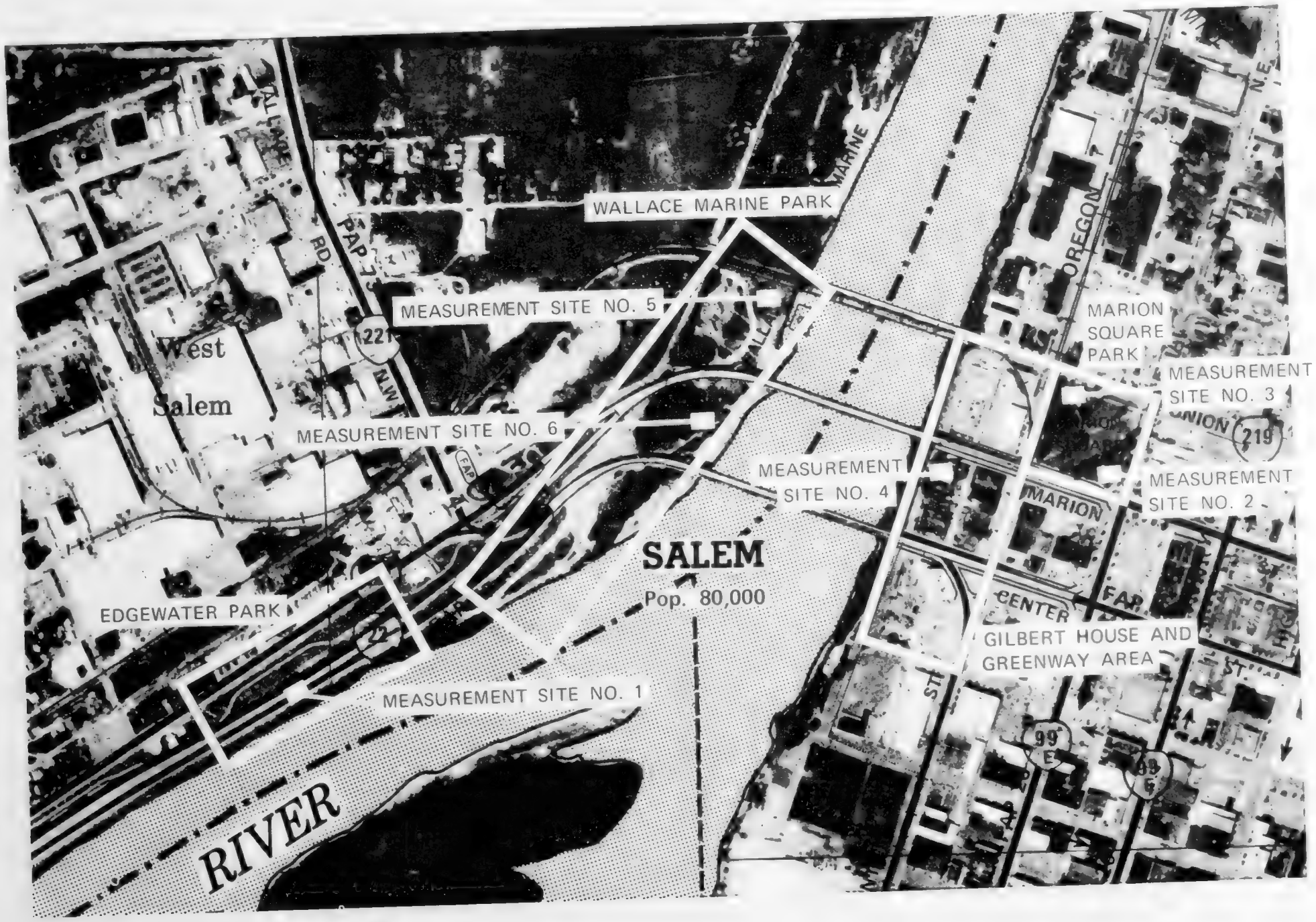
Impacts and Mitigation

Noise measurements were taken during February and March of 1979 at the locations indicated on Figure 38. A summary of the measurement results is given in the table below:

FIGURE 38

WILLAMETTE RIVER (CENTER & MARION ST.) BRIDGES
WILLAMINA-SALEM HIGHWAY

NOISE MITIGATION AREAS AND MEASUREMENT SITES



NOISE MEASUREMENTS

No.	Site Description	L_{eq} (Measured
1	Edgewater Park	67 dBA
2A	Marion Square	69 dBA
2B	Marion Square	67 dBA
3A	Marion Square	65 dBA
3B	Marion Square	64 dBA
4	Gilbert House (1st Floor)	62 dBA
5	Wallace Marine Park (By RR Trestle)	57 dBA
6	Wallace Marine Park (Between Bridges)	61 dBA

The measurement sites are typical of the noise environment of the various activity areas adjacent to this project. All park areas within project limits are marginally impacted by traffic noise above the FHWA design noise levels.

Four areas were analyzed in detail for traffic noise impacts. Each of the four was analyzed separately with regard to noise levels, adverse impacts, and mitigation. The four areas were Edgewater Parkway, Wallace Marine Park, Marion Square Park and the Gilbert House and Greenway area. Future noise levels were predicted to exceed federal design noise levels for sensitive receptors in all areas except at the Gilbert House (see Table 18). Design noise levels for commercial establishments would not be exceeded.

Edgewater Parkway. Noise levels here were predicted to be 72 dBA in design year 2000 for either build alternative. Noise levels for no-build were predicted to be 70 dBA. This area receives noise contributions from both Edgewater Street on the north side of the parkway and from ORE 22 to the south (see Figure 38). ORE 22 is the greater noise contributor.

Given the layout of the parkway, the only feasible mitigation is a wall on the ORE 22 side. A concrete wall 8 to 10 feet high and 1,200 feet long could reduce year 2000 noise levels by 5 dBA. A wall would be detrimental to the aesthetics of both the road and the parkway, however, and it would detract from the purpose of the open strip. Again, the main uses are for a scenic strip and for a bikeway. Neither use is appreciably altered by a 2 dBA noise increase. A wall of this magnitude also has excessive financial cost. For all of these reasons, a wall has been judged impractical.

TABLE 18

NOISE LEVEL SUMMARY (PREDICTED L_{eq})

Site	Alternative	Year 1978 Noise Levels (DBA) Peak Noise Hour	Year 2000 Noise Levels (DBA) Peak Noise Hour
Edgewater Parkway	1	70	70
	2	--	72
	3	--	72
Wallace Marine Park (Recreation Area)	1	62	62
	2	--	64
Wallace Marine Park (Between Bridges)	1	67	67
	2	--	--
	3	--	69
Marion Square Park (Commercial St. Side)	1	70	70
	2	--	70
	3	--	70
Marion Square Park (Front St. Side)	1	67	--
	2	--	71
	3	--	71
Gilbert House	1	66	67
	2	--	69
	3	--	69

Wallace Marine Park. This park consists of recreation areas, picnic areas, open parkland and a boat ramp. Two areas in the park were analyzed for noise impacts.

The first area is the primary recreation area north of the Marion Street Bridge. Both existing noise measurements and future predictions did not indicate noise in excess of design noise levels in this area for any project alternatives. Predicted noise levels for the build alternatives are 2 dBA higher than the 62 dBA predicted for no-build by the year 2000.

The second area analyzed was the portion of the park situated between the bridges. This area is primarily used for overflow parking and material storage. No plans exist for future development at this location. Here noise levels are predicted to be 67 dBA for no-build and 69 dBA for the build alternatives by the year 2000.

Equal noise contributions are received from both bridges. In order to achieve design noise levels, mitigative walls would have to be constructed on both bridges. Such walls would remove the view from the bridges, and, given the curvature in the bridge alignments, would greatly reduce sight distances. Hence mitigation is not practical in this area.

Marion Square Park. Marion Square Park is located in downtown Salem, bounded on all sides by busy streets (see Figure 38). Future noise levels in excess of design noise levels were predicted at both corners of the park closest to Marion Street. Westbound bridge traffic backs up on Marion Street resulting in interrupted traffic flow and high noise levels. Noise levels are essentially the same for all three alternatives.

There is no evidence of significant shielding in the park from the elevated bridge deck. Also the Marion Street Bridge in this area is elevated such that the line of sight from the vehicles to the park could not be satisfactorily broken by a barrier on the ground. The only way full mitigation could be achieved in this area would be to add additional height to the shoulder barrier of the bridge. A 6-foot barrier on the bridge deck would result in a 5 dBA reduction in the park. This would limit the view of the Willamette River by motorists on the bridge. Also the aesthetics of the bridge would be lessened by a barrier.

Constructing barriers parallel to Commercial Street and Front Street would result in a net reduction of 3 dBA in this area. The barriers would each need to be 8-10 feet high and approximately 290 feet long. Barriers parallel to Commercial and Front Streets would distract from the aesthetics of the park and they would hinder access. They would also hamper law enforcement in the park, which has been a problem.

For these reasons, construction of noise barriers is not practical in this area.

Gilbert House and Greenway Area. The Gilbert House and ten small residences are situated on the east bank of the Willamette River between the bridges. Noise levels on the second floor of the Gilbert House are not predicted to exceed design noise levels for commercial property (L_{eq} 72 dBA). The first floor of the Gilbert House and the ten residences are not predicted

to experience noise levels in excess of L_{eq} 67 dBA for any of the project alternatives. The second floor of the Gilbert House will not be in excess of L_{eq} 69 dBA--exterior. The primary source of the noise is Marion Street Bridge.

The summary of mitigative measures investigated is presented in Table 19.

Other mitigative measures, such as 1) traffic management, i.e., prohibition of certain vehicle types, time use restriction for trucks, modified speed limits and/or lane designations, etc.; 2) alterations to the roadway, i.e., horizontal and/or vertical alignment; and 3) acquisition of real properties to serve as a sound buffer zone, were explored but are rejected. Since the project is on a major state highway, provides the only river crossing in this vicinity, and serves as a primary commuter route within a major city, traffic management measures are judged impractical.

Changes in horizontal and vertical alignment were not explored. The project would widen and/or replace the present bridges. Not only does one of the bridges remain in place, but the alignment of the other is essentially fixed by both construction staging and land use around the bridge ends.

Mitigation of noise impacts on any undeveloped property will be the responsibility of the applicable land use agency. Copies of the noise study report, including noise contour distances, will be provided to the responsible agencies.

Construction Noise. Construction noise is an impact on the adjoining community. The type and use of equipment, detour routes, haul routes and various construction techniques all contribute to this additional noise.

Construction noise is considered a temporary problem. It depends upon the complexity and duration of the project, and it rarely occurs in any one location for an extensive length of time. It is impractical to make an estimate of composite construction noise levels in light of all the variables of time, technique and equipment.

One method of construction noise abatement would be the imposition of construction time constraints, especially for activities done near sensitive receptors and/or for normally quiet times of the day or week. Such constraints will become a part of project contract specifications as follows:

From 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays.

Finally, should a specific construction noise impact complaint occur during the contract period it will be investigated. Where practicable, abatement will be used.

TABLE 19

NOISE CHARACTERISTICS AND MITIGATIVE EVALUATION
WILLAMETTE RIVER (CENTER AND MARION ST.) BRIDGES

Study Area	Partial or* Full Mitigation	(2000) Leq Level			(2000) Leq Level with Mitigation			Type of Mitigation	Length	Height	Conclusion
		Alt. 1	Alt. 2	Alt. 3	Alt. 1	Alt. 2	Alt. 3				
Edgewater Park	Full	--	70	72	67	67	72	Wall	1200'	8-10'	Impractical
Marion Square (Commercial St. Side)	Partial	--	70	70	68	68	70	Wall	290'	8'	Impractical
Marion Square (Front St. Side)	Partial	--	Traffic Not Avail.	71	69	69	71	Wall	290'	8'	Impractical
Marion Square (Both Sides)	Full	--	70	71	67	67	71	Wall (Com'l St.)	290'	8'	Impractical
								Wall (Front St.)	290'	8'	
								Wall (On Bridge)	200'	8'	

*Full mitigation is when FHWA design noise levels are achieved.
Partial mitigation is when some noise reduction is achieved but FHWA design noise levels are not reached.

UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

This section lists the adverse impacts which cannot be avoided with each of the proposed alternatives. Significant differences between build alternatives are noted, where applicable.

TRAFFIC

No-Build: Progressively lower levels of service, greater conflicts among traffic modes.

Build: Increased traffic on nearby arterial network; induced (project attributable) traffic on bridges and in West Salem.

ENERGY

No-Build: Higher operational energy use than with build alternatives.

Build: Construction energy use equal to 27 years of operational savings.

GEOLOGY

No-Build: None.

Build: One acre exposed to erosion, some sedimentation, committment of paving, riprap, and structural materials to project, slightly larger quantities for Alternative 3.

WATER QUALITY

No-Build: No change.

Build: Exposure of land to erosion, burial of some streambed, change in scour patterns, turbidity and sedimentation, encroachment upon 100-year floodplain, some stress placed on migrating anadromous fish and potential fall chinook redds downstream, loss of 0.02 acre of wetlands; Alt. 3 would require widening Marion Street Bridge piers, hence greater impact.

BIOLOGY

No-Build: None.

Build: Up to 2.6 acres of habitat used by construction, longer term loss of 1.8 acres of vegetation, 0.6 acres irreversibly lost.

CULTURAL RESOURCES

No-Build: Additional noise and access impacts.

Build: More noise--slightly greater than No-Build, changes in visual setting and access; Alt. 3 has greater impact.

RECREATION RESOURCES

No-Build: Deteriorating accessibility.

RECREATION RESOURCES (cont'd)

Build: Construction and post-construction effects on three parks in project vicinity--two having minimal impact and one moderate (construction easements, access changes, noise and distractions, loss of right-of-way, loss of air space).

SOCIOLOGY

No-Build: Increasing traffic impedes emergency services, access, bike-pedestrian traffic; negatively affects neighborhoods and institutions.

Build: Related to construction: delays, distractions, inconveniences.

ECONOMICS

No-Build: Growing congestion is economic disincentive, loss of construction funds and multiplier effect in local economy.

Build: Loss to local economy of half of Block 51, including four business properties; temporary reduction of tax base; landlocking of two parcels.

LAND USE & PLANNING

No-Build: Inconsistent with area comprehensive, growth management, and transportation plans.

Build: Acceleration of development and land use conversion in West Salem, conversion of up to 3.09 acres from other uses to transportation use, maximum figure for Alternative 3.

AESTHETICS

No-Build: No change.

Build: Construction impacts only.

AIR QUALITY

No-Build: Ongoing deterioration of air quality with increasing congestion around bridge ends.

Build: Potential violations of Co and TSP in project vicinity during construction.

NOISE

No-Build: Noise increases for sensitive receptors in project vicinity--some receptors to exceed standards in long-term.

Build: Construction noise, long-term noise increases for sensitive receptors somewhat greater than under No-Build, mitigation mostly not feasible.

SHORT-TERM USE AND LONG-TERM ENVIRONMENTAL PRODUCTIVITY

This section contrasts short-term gains and losses with longer term gains and losses. It also notes the potential pre-emption or foreclosure of future options.

Short-Term

No-Build

Selection of the No-Build Alternative would likely continue trends toward greater traffic volumes, congestion, noise levels, and per capita as well as overall energy use. It would also reduce levels of service, accessibility, safety and air quality. Economic growth and overall development would also be somewhat retarded, especially in West Salem.

However, no disruptions would be felt in the project area by construction activity. There would be no loss of water quality, biological productivity, park use, and business activity in the project area. No funds, manpower, materials or energy would be expended on the project. Few future options would be closed -- though inflation and continued gradual development in the project corridor would make a similar project more expensive and difficult in the future.

Build

The build alternatives would substantially increase bridge capacity thereby relieving congestion, improving safety, increasing accessibility, temporarily decreasing noise levels, reducing energy consumption, and improving air quality. Construction funds would be spent and would multiply through the local community, and additional construction related employment would be provided for 2-3 years.

Short-term disadvantages of the build alternatives are primarily related to construction, including: a large energy outlay, declining water quality in the project area and downstream, inconvenience and distraction in Wallace Marine Park, temporary loss of some park space, inconvenience and delay to traffic and commercial activity in the project vicinity. Somewhat more permanent losses are the displacement of 3 businesses and landlocking 2 additional parcels, loss of biological productivity and changes in the settings of historic properties.

Long-Term

No-Build

Over a longer term, the "capacity" of the present bridges would be reached. This would further retard traffic circulation around the ends of the bridges. Access to businesses in the project corridor would be poor and provision of services, especially emergency services would be further

restricted, as would transit. Energy use would become more inefficient and noise levels and air quality would worsen. Planning for orderly growth in greater Salem would become more haphazard: further growth in West Salem would be constrained and greater growth pressures would be placed on other sectors of the City, especially to the east. This places greater pressure on the conversion of farmland rather than hill land to residential and other uses.

Advantages include: slowing the pace of land use changes in West Salem; maintaining a more "unspoiled/liveable" environment across the river with more open space, lower population densities, less noise, superior air quality, fewer distractions and less overall growth pressure.

Build

Long-term advantages of the build alternatives would include a 10-20 year respite in traffic related problems: congestion, levels of service, safety, accessibility, air and sound quality, energy use and road-user costs. Advantages also include better provision of services, especially emergency services -- fire, ambulance, police. This may eliminate or reduce the need for duplicate services across the river, e.g. a west side police station or larger fire station, or a hospital. The build alternatives would make transit more efficient and would encourage bike/pedestrian traffic by providing better, safer facilities. Finally, the ties between West Salem and Salem proper and those between Salem and its western hinterland (chiefly Polk and Yamhill Counties) would be strengthened.

Losses from the build alternatives involve the use of construction materials, conversion of land to bridge or ramp use, greater traffic and related items around the bridge ends and on the nearby arterial network and permanent loss of limited habitat and biological productivity. More profound, however, would be the commitment of West Salem and proximate Polk County to accelerated growth and development -- a demanding process and an unwelcome prospect to some area residents, even through such growth is anticipated in and is consistent with Salem area growth management, transportation and comprehensive planning. In a regional context, it has been argued--and logically so--that growth must be accomodated somewhere in the area, and it is better placed in the hills of West and South Salem than in the flat agricultural land east and north of the city. Hence the planning to focus much of the growth upon West Salem and the need for the bridge improvements.

IRREVERSIBLE AND IRRETRIEVABLE RESOURCE COMMITMENTS

This section lists the resources which would be permanently committed to highway use through selection of any of the alternatives.

No-Build

No-Build would shelve the results of the project development funds and labor expended to date; much of this effort would be lost. More energy would continue to be used by road users; and bridge maintenance costs would continue to remain high.

Build Alternatives

The build alternatives would require or bring about several irreversible commitments of resources:

1. Construction funds, labor, energy, and materials;
2. Accelerated growth and development pressures in West Salem and Polk County--including demand for land use change, services and transportation facilities;
3. Greater traffic and related phenomena throughout the project area;
4. Small additional right-of-way and/or air space committed to highway facilities--includes loss of 0.02 acre of wetland, 0.6 acre of terrestrial habitat, and a small amount of stream bottom to be occupied by bridge piers;
5. Loss of three businesses, one of which may not be able to relocate in the greater project area.

APPENDICES

A. Hearing Summary

B. Cultural Resource Letters

C. Air Quality Consistency Determination Letter

D. Agency Comments on DEIS and Responses

E. Agency Letters

ATTACHMENT

Section 4(f) Statement

APPENDIX A

Hearing Summary

PUBLIC HEARING

A public hearing was held for the proposed project on December 18, 1979. Five of the eighteen people in attendance gave oral testimony. An additional five letters were submitted as part of the hearing process. One of the letters was a verbatim copy of one of the oral presentations.

Seven of those testifying, including all of the oral testimony, favored Alternative 3; no one supported Alternative 2. Of the remaining two comments, one promoted a third bridge in a new corridor and the other proposed a different concept for a bike-pedestrian facility. In addition to their primary comments, three more people commented upon bike-pedestrian facilities and another two upon the present Wallace Road/Edgewater Street connection to the bridges.

The proposed pedestrian bicycle facility generated two concerns: combining the two modes on one facility, where they are not very compatible, and proposing two-way travel by both modes on a common facility.

The facts leading to the current proposal are as follows:

1. Funding for pedestrian bikeway improvements exists only for Center Street Bridge;

2. Alternative 3 would only impact the south side of Marion Street Bridge, there would be no changes--except for guardrail--on the north side;

3. Though not optimal, the present 5-foot sidewalk on Marion Street Bridge will remain for bike and pedestrian use, and it will be completely shielded from the travel lanes by a suitable barrier placed next to the curb line;

4. The east end of the Salem-Monmouth bikeway is very similar in design to what is now proposed for the Center Street Bridge.

There is one apparent solution to the problem which involves little physical change except perhaps at the bridge ends. It has been proposed to restrict the existing 5-foot Marion Street Bridge sidewalk to two-way pedestrian use, and the proposed 10-foot Center Street Bridge facility to two-way bicycle use. This would require special signing, and it may pose enforcement problems, but most cyclists and pedestrians should be repeat users and the idea could quickly become habit. This solution will be evaluated further during the preparation of project plans, specifications and estimates.

The second issue raised at the public hearing, the Wallace Road/Edgewater Street/Musgrave Lane Intersection, will be relieved by the proposed project as well as by Regional Parks and Recreation Agency plans. Foremost among project changes will be the advancement of two lanes of traffic from Wallace Road onto the Center Street Bridge. The physical width already exists under the ORE 22 structure to permit this change. Only curbing, striping, and the signal will have to be changed. This proposal will be made possible by the additional capacity of a 4-lane Center Street Bridge.

Furthermore, with a 4-lane Marion Street Bridge, three lanes will proceed into West Salem: one onto Edgewater Street and two onto Wallace Road. Hence, Wallace Road will have better connections with both bridges.

Meanwhile, the Regional Parks and Recreation Agency is proposing a new entrance to Wallace Marine Park opposite Glen Creek Road. This would permit Musgrave Lane to either end in a cul-de-sac at the park boundary or to become part of a one-way loop through the park. While either proposal would help relieve present summertime congestion at the park entrance, the former proposal would be especially beneficial.

APPENDIX B

Cultural Resource Letters

CULTURAL RESOURCE CORRESPONDENCE

1. State Historic Preservation Office, Salem, 7-24-79.
2. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 10-18-79.
3. U.S. Department of the Interior: Washington D.C., 1-17-80.
4. Advisory Council on Historic Preservation, Washington D.C., 1-24-80.
5. City of Salem: Department of Community Development, Salem, 2-29-80.
6. Advisory County on Historic Preservation, Washington D.C. 3-31-80.
7. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Washington D.C., 4-1-80.
8. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 4-3-80.
9. State Historic Preservation Office, Salem, 4-9-80.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

July 24, 1979

In Reply Refer to
File No.:

PIETER DYKMAN
RESEARCH COORDINATOR
ENVIRONMENTAL SECTION
412 ODOT BUILDING
SALEM OR 97310

Dear Mr. Dykman:

RE: Willamette River Bridges (Center and Marion Streets)
Willamina-Salem Highway, Marion and Polk Counties, Oregon

This is in response to the Cultural Resources Report carried out to assess impact of the above mentioned project on historic and archeological sites potentially eligible for inclusion in the National Register of Historic Place.

After careful review of the report, and applying the "criteria of effect and adverse effect" set forth in the Regulations for Protection of Historic and Cultural Properties (36 CFR 800.3), we concur with your finding that the proposed project will affect the Andrew T. Gilbert House (1890) and Marion Square Park, the latter of which is a feature of the Salem's original town plat of 1846. As your report indicates, these properties are potentially eligible for inclusion in the National Register of Historic Places, in our opinion. However, due to the relationship of these properties to existing bridge structures, we feel that the minor changes called for, particularly in Alternative 2, do not constitute an adverse effect. Further, we feel that the Cultural Resources Report adequately addresses the requirements of section 106 of the National Historic Preservation Act of 1966.

Thank you for your cooperation and concern. We appreciate this opportunity to comment.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

DGT/EWP:nmw

Form 734-3122

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Howard Johnson, Dist. 3
Eddie Welsh
Phil Stearns
Glen Green

R/H-ORE
X-Ref. 41-00732
41-00871
NW 100

OCT 18 1979

Mr. Gary A. Potter, Manager
Environmental Division
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

In response to your October 2, 1979 letter, we have reviewed the preliminary draft Environmental Impact Statement for Willamette River (Center and Marion Street) bridges, Willamina-Salem Highway (ORE-22), City of Salem, Oregon. The following comments are provided as technical assistance and reflect the opinions of this Regional Office and do not necessarily represent the views of the Secretary of the Interior. Official Departmental comments will be provided when requested by the Secretary of Transportation.

Comments

As this Service has primary Department of the Interior responsibility for matters dealing with recreation and the preservation of cultural (e.g., historic or archeological) resources, we have limited our comments to these areas of expertise.

Recreation

After assessing the information presented in the preliminary draft report, we believe the document adequately deals with the recreation features of the project. We agree the project will not impact Marion Square Park, or Edgewater Parkway for purposes of Section 4(f) of the D.O.T. Act as amended. We also agree that project impacts on Wallace Marine Park will constitute a "use" of that facility as defined by Section 4(f) and that a Section 4(f) Determination per D.O.T. Order 5610.1C will be necessary. From information presented, it would appear that there are no feasible and prudent alternatives to the use of land from Wallace Marine Park and that the proposed mitigation will be adequate, thus satisfying both provisos of Section 4(f). The document also correctly addresses the need to provide replacement land for park land taken by the highway project as required by Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. 460). The proposed land replacement program would appear to satisfy Section 6(f) but because no specific lands have been identified and no formal request for land

conversion and replacement have been submitted, we will withhold judgement on the adequacy of the Section 6(f) matter. Formal request to use the land covered by Section 6(f) should be directed through the Oregon State Liaison Officer, Mr. David Talbot, State Parks Superintendent, 525 Trade Street S.W., Salem, OR 97310.

Inasmuch as the Department of the Interior has a coordination responsibility on 4(f) matters and must authorize a 6(f) conversion, we expect to have the opportunity to review the Section 4(f)/6(f) statement in draft before preparation of the final environmental statement in order to satisfy consultation requirements.

Cultural

In general, we agree the proposed project will not have an adverse effect (CFR 800.3) on cultural property within the project area. The procedures being followed for the identification of cultural resources and the assessment of impacts appears adequate. The final environmental statement, however, should document the consultation with the State Historic Preservation Officer and the Advisory Council on Historic Preservation (Section 106 of National Historic Preservation Act) on the cultural matters discussed. The recommendations of either of these entities should also be included in the final statement.

In addition, Cottages, 440, 448, 462, and 468 Water Street and the commercial building at 345 Commercial Street N.E. should be examined to determine if the project will produce an adverse effect. If an adverse effect is identified, then a determination of the structure's local historical significance . . . "as determined by the Federal, State or local officials having jurisdiction thereof," . . . (Section 4(f), DOT act as amended) should be made. If the structure is found to be locally significant by the appropriate local official, then Section 4(f) will apply to these structures as well.

We appreciate the opportunity to have reviewed this document in the preliminary stages and hope our comments have provided assistance. We have no objection to including this letter with the Draft Environmental Statement as evidence of your early coordination on these matters.

for Maurice H. Lundy
Regional Director

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

RECEIVED
ENVIRONMENTAL SECTION

ER 79/1091

JAN 23 1980

RECEIVED
DOT DIRECTOR
JAN 21 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

Referred to: JAN 17 1980
Proj. Coord. ____ Manager
Eng. Coord. ____ Res. Coord.
Sec. ____ Adm. Asst.
File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.W.
Salem, Oregon 97301

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina-Salem Highway (SR-22), Marion and Polk Counties, Oregon.

NOTED
E. S. HUNTER

SECTION 4(f) COMMENTS

Recreation Resources

While discussions regarding the first proviso of Section 4(f) could be strengthened, we concur that there appears to be no feasible and prudent alternative to achieving the transportation objectives of the proposed project without impacts to park and recreation sites in the area.

With respect to the second proviso of Section 4(f), the statement is deficient in discussing specific measures to minimize harm to recreation resources. For instance, in discussing the impact of the proposed project on Marion Square Park, the statement clearly points out (p. 41) that the build alternatives would increase noise, hinder access, remove parking and make public restrooms less accessible, chiefly during summer months, the period of peak park use. Therefore, we do not agree with the statement (page 45) that a Section 4(f) determination for Marion Square Park is not necessary. In accordance with the Ninth Circuit Court of Appeals decision (Brooks vs. Volpe; #71-1908), we recommend that a Section 4(f) statement be prepared for this involvement. The statement should reflect the results of coordination with the Salem Park and Recreation Department (SPRD) and the Regional Parks and Recreation Agency (RPRA) relative to such measures to minimize harm as they deem appropriate to maintain the park's integrity and usefulness.

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OR
Sign | Act | File

1/22

Info | Invest | R/D | D/R | Sign | Act | File

REFER TO
JAN 21 '80
RECEIVED
STATE HWY ENGR

As to Wallace Marine Park, the statement correctly addresses the need to provide replacement land of reasonably equivalent utility and location for the portion which will be taken from the park, in accordance with the provisions of Section 6(f) of the Land and Water Conservation Fund Act (L&WCF). Although different parts of the text identify some of the proposed measures to minimize harm to Wallace Marine Park, a consolidated list of all measures, which are planned in consultation with SPRD and RPRA, should be enumerated in the final 4(f) statement. We recommend that, in particular, landscaping be extensively undertaken on the park properties as a means to help absorb and muffle the increased noise levels.

Cultural Resources

We are concerned with the statement at the bottom of page 34 that the cottages on Water Street contribute to the architectural variety and period of quality of the area, but do not possess historic significance entitling them to protection under Section 4(f) or Section 106 of the National Historic Preservation Act. Properties of local and/or State significance are protected under Section 4(f). Therefore, FHWA initially should consult with the State Historic Preservation Officer, the local officials with cultural resources expertise and/or historical societies or academic institutions having expertise with regard to such properties for a determination of the State or local historical, architectural, or cultural significance of the properties. If they are found significant, supplemental Section 4(f) information should be added to the statement necessary to make a determination for the two provisos of Section 4(f). (Reference: DOT ORDER 5610.1C, Attachment 2, Items 4 and 5).

With respect to the project's involvement with the other identified cultural resources, we concur with the finding of no adverse effect and, for this case, the non-applicability of Section 4(f) to them.

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

Descriptions of fish and wildlife resources are generally adequate. However, we believe that the impacts of project alternatives on these resources warrant improvement.

Page ix, Impact Summary-Biology: It is stated that 58 percent of the land that would be affected by construction activities has some wildlife value, and that 1.8 acres of this habitat would be permanently lost. However, in the section on Biology (beginning on page 28), the value of this habitat to wildlife is not discussed, nor are the species using it. It would be helpful to include representative species of each animal group mentioned, and the value of the habitat to these species (i.e., food sources, nesting areas, cover, etc.). The impact of the loss of this habitat should then be better evaluated and discussed.

Page 25, par. 6: This paragraph states that riparian land would be temporarily degraded and low vegetation destroyed. No mention of revegetation is made either here or under the Mitigation section on page 26. All disturbed areas should be replanted with species of grasses, forbs, shrubs, and/or trees that have high values as food and cover for wildlife. Information concerning revegetation should also be included in the Mitigation section.

Page 27, Item 8: The wetlands to be lost and their value to wildlife should be described, rather than dismissed as being insignificant, even though a small area is involved.

Page 31, par. 3: See the comments for page ix. Also, a brief discussion of impacts to wildlife should be included.

Page 31, Item 6: It is stated that no threatened or endangered fauna would be affected by the project, but no documentation is given as to how this was determined, nor are threatened or endangered flora mentioned. Compliance with Section 7 of the Endangered Species Act, as amended, should be indicated, including sources of information.

Page 32, par. 1: It is stated that landscaping would be done after project completion, which may more than offset impacts to wildlife. To aid in accomplishing this, plants which have high value as food and cover for wildlife should be planted in preference to purely ornamental species. Revegetation should be coordinated with the Oregon Department of Fish and Wildlife, the Soil Conservation Service and the U.S. Fish and Wildlife Service.

Other Interrelated Federal Permits

The statement identifies the need, at a later date, for permits for construction activities in the Willamette River and provides some information about this work. Such permits would be issued by the U.S. Coast Guard and the Corps of Engineers pursuant to their respective authorities under Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500. The permit applications will be reviewed by the U.S. Fish and Wildlife Service (FWS) pursuant to the Fish and Wildlife Coordination Act. In its review, FWS may concur, with or without stipulations, or object to the proposed work depending on site-specific information available with the application.

FWS advises that its tentative position, based on current information, would probably be to concur to issuance of the permits with stipulations for work in the river and the use of wetlands. Should detailed site-specific information now be available, FWS would be pleased to cooperate and coordinate with you, the Oregon Department of Transportation, the Oregon Department of Fish and Wildlife, the U.S. Coast Guard, the Corps of Engineers, and any other involved State/local agency in resolution now of all factors, including stipulations relating to the needed permits, so that this information may be included in the final statement. Indeed, we think it essential that this additional "scoping" be carried out now to comply with the views of the Secretary of Transportation as expressed to the Secretary of the Interior.

Borrow/Spoil Operations

We note the commitment to dispose of dredged spoil on land. No mention is made of borrow to protect bridge piers and for other project needs. The statement should identify designated areas for muck disposal (i.e., spoil areas) and for the borrow material. Other sections of the statement should (1) describe the existing environmental setting of the spoil/borrow areas under pre-project conditions; (2) evaluate the impacts of the spoil/borrow operations on the flora, fauna and cultural resources; and (3) discuss the mitigation measures to be employed to lessen the impacts on the environment of the spoil/borrow operations.

Cultural Resources

We note that the State Historic Preservation Officer has approved for nomination to the National Register of Historic Places the Gilbert House, the Commercial Street Historic District and Marion Square Park. To date, this information has not been received by the Keeper of the National Register for Historic Places. (Reference: 36 CFR 60 and 800).

SUMMARY COMMENTS

If a build alternative is selected, the Department of the Interior concurs that there is no feasible and prudent alternative to the use of and impacts on some lands covered by Section 4(f).

We consider the present document deficient with respect to the second proviso of Section 4(f) -- measures to minimize harm. However, in this case, we are willing to go along with those measures which you and Oregon DOT resolve, in further consultations about this facet of the project, with the Salem Parks and Recreation Department and with the Regional Parks and Recreation Agency. Notwithstanding and contingent on Section 4(f) approval by US-DOT, you may be assured of our willingness to give timely attention to the submission of a request to this Department for the conversion to a non-recreation use of the lands in Wallace Marine Park covered by Section 6(f) of the Land and Water Conservation Fund Act.

We would be pleased to work with you on a technical assistance basis regarding our concerns. The Regional Director, Heritage Conservation and Recreation Service, U.S. Department of the

Interior, 915 Second Avenue, Seattle, WA 98174 (phone: FTS 399-4700) has this responsibility for park, recreation, and cultural resource matters. For fish and wildlife, wetland, and related elements, please consult the Area Manager, Fish and Wildlife Service, U.S. Department of the Interior, 727 N.E. 24th Avenue, Portland, OR 97232 (Phone: FTS 429-6179).

We appreciate the opportunity to review and comment on the subject statement.

Sincerely,

James H. Rathlesberger
Special Assistant to
SECRETARY

Assistant

cc: Mr. Robert A. Burco
Director, Oregon State
Department of Transportation
State Highway Building
Salem, Oregon 97310

ENVIRONMENTAL SECTION
January 24, 1980

cc; E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

ENVIRONMENTAL SECTION
February 5, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

January 24, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

On December 20, 1979, the Council received your determination that Willa tte River (Center and Marion Street, Salem) Bridges improvement project would not adversely affect the Gilbert House, the Marion Square Park, or any other historic or cultural property in Salem, Oregon, that is included in or eligible for the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination with respect to alternative 2, as detailed in the documentation submitted with the determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in the Federal Highway Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

ENVIRONMENTAL SECTION
March 4, 1980

February 29, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen L. Green

Ms. Maxine Banks
Oregon Department of Transportation
Highway Division
Environmental Section
Transportation Building
State of Oregon
Salem, OR 97310

Dear Ms. Banks:

As part of our comments upon the draft EIS statement for the Marion-Center Street Bridge Project, we feel you should be made aware that it is our understanding that a property at 434 Water Street (between the two bridges) has been proposed in nomination to the National Register of Historic Places and that it is possible that the proposed bridge project may have an impact upon this proposed site.

While the effects of this pending nomination may not be determined at this time, you may wish to take this explanation under advisement in your environmental impact statement review process.

DEPARTMENT OF COMMUNITY DEVELOPMENT
Urban Renewal Division

Richard Hayden
Renewal Administrator

cc: Marian Milligan, Historic Landmarks Commission
Elizabeth Potter, State Historic Preservation Office

C/8523A

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

ADVISORY COUNCIL ON HISTORIC PRESERVATION
LAKE PLAZA-SOUTH
SUITE 616
44 UNION BLVD.
LAKEWOOD, COLORADO 80223

March 31, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

On March 13, 1980, the Council received your determination that the Center and Marion Street bridges project in Salem, Oregon, would not adversely affect the Gilbert House or the Marion Square Park, properties eligible for the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in the Federal Highway Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D. C. 20243

IN REPLY REFER TO: W436

APR 1 [illegible]

Mr. G. L. Green
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
530 Center NE.
Salem, Oregon 97301

Dear Mr. Green:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you are aware, transportation projects requiring the use of lands from significant historic properties are also subject to the provisions of section 4(f) of the Department of Transportation Act of 1966. Your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act and section 4(f) analyses in order to bring about the best possible program decisions. This determination does not represent the results of formal consultation by the Department of Transportation with the Department of the Interior pursuant to section 4(f). Such requirements would be fulfilled only when the Department of the Interior separately comments on any section 4(f) statement which may be prepared and approved by you for circulation. The determination also does not serve in any manner as a veto to uses of the property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with your agency after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely,

Carol D. Shull

Carol D. Shull
Acting Keeper of the National Register

Enclosure

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center - Suite 100
530 Center NE. - Salem, OR 97301

February 15, 1980

IN REPLY REFER TO
BRF-TQF-47(9)

Director, Office of Archeology and Historic Preservation
National Park Service
Department of the Interior
Washington, D. C. 20240

Gentlemen:

We request your review of the enclosed material for a determination of eligibility of the Gilbert House, Salem, Oregon. This request is being sent pursuant to the requirements of 36 CFR Part 63.

Specifically, we request application of the special procedures of Part 63.3. This agency (FHWA), the Oregon Department of Transportation, and the State Historic Preservation Office are all in agreement on the property's eligibility.

Enclosed is a data form giving the information requested in Appendix A (36CFR 63), a project vicinity map, photographs, and the opinion of the State Historic Preservation Office.

We understand that the property will be deemed eligible with 14 (fourteen) days of receipt of this material, unless an objection is noted.

Very truly yours,

for G. L. Green
Division Administrator

cc: Britt Story, ACHP, Denver

Enclosures
as lstd

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
Heritage Conservation and Recreation Service

Name of property: The Gilbert House

Location: 116 Marion St., Salem, Marion County **State:** Oregon

Request submitted by: DOT/FHWA G.L. Green

Date received: 2/22/80 **Additional information received:**

Opinion of the State Historic Preservation Officer:

☒ Eligible ☐ Not Eligible ☐ No Response

Comments:

The Secretary of the Interior has determined that this property is:

☒ Eligible **Applicable criteria:** C ☐ Not Eligible

Comments: 36 CFR Part 63.3 Determination

☐ **Documentation insufficient**
(Please see accompanying sheet explaining additional materials required)

Bill Ebovich
Keeper of the National Register

Date: March 6, 1980

FHR 8-265 2/79

GPO 942 576

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center - Suite 100
530 Center NE. - Salem, OR 97301

February 15, 1980

IN REPLY REFER TO
BRF-TQF 47(9)

Director, Office of Archeology and Historic Preservation
National Park Service
Department of the Interior
Washington, D. C. 20240

Gentlemen:

We request your review of the enclosed material for a determination of eligibility of the Marion Square Park. This request is being sent pursuant to the requirements of 36 CFR Part 63.

Specifically, we request application of the special procedures of Part 63.3. This agency (FHWA), the Oregon Department of Transportation, and the State Historic Preservation Office are deferring to Department of the Interior for the determination of eligibility.

Enclosed is a data form giving the information requested in Appendix A (36 CFR 63), a project vicinity map, photographs, and the opinion of the State Historic Preservation Office.

We understand that the property will be deemed eligible within 14 (fourteen) days of receipt of this material, unless an objection is noted.

Very truly yours,

G. L. Green
Division Administrator

Enclosure
as listed

cc:
Britt Story, ACHP, Denver

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
Heritage Conservation and Recreation Service

Name of property: Marion Square Park

Location: Salem, Marion County **State:** Oregon

Request submitted by: DOT/FHWA / G. L. Green

Date received: 2/22/80 **Additional information received:**

Opinion of the State Historic Preservation Officer:

☐ Eligible ☐ Not Eligible ☒ No Response

Comments:

The Secretary of the Interior has determined that this property is:

☐ Eligible **Applicable criteria:** ☐ Not Eligible

Comments:

☒ Documentation insufficient
(Please see accompanying sheet explaining additional materials required)

W. Ray Luce
for Keeper of the National Register

Date: 4/1/80

FHR 8-265 2/79

E.O. 11593

REQUEST FOR ADDITIONAL INFORMATION TO DETERMINE ELIGIBILITY OF PROPERTY(IS) FOR INCLUSION IN THE NATIONAL REGISTER

National Register of Historic Places
Heritage Conservation and Recreation Service

Name of property: Marion Square Park **State:** OR

Description: Please provide documentation on the historic appearance of the park prior to 1910, prior to WWII, and prior to 1962 and on the specific changes over time in landscaping and park use. Please provide a discussion of the built environment which defines the edges of this urban space.

Statement of significance: Please indicate how the current condition of the park specifically reflects its historic significance in the areas of community planning, landscape architecture, and recreation. What are the surviving historic and esthetic values which meet the National Register criteria and are deserving of preservation?

Bibliography:

Geographical data -- Acreage:

UTM Reference(s):

Verbal boundary description:

Photographic coverage: Please provide original photographs which clearly indicate the values and integrity of the park, its relationship to the surrounding built environment; and intrusions.

Map coverage: Please provide a sketch map of the park showing original and altered features. Please provide a USGS or other locational map.

Other:

Questions concerning additional information may be directed to the National Register staff, telephone 202 343-6401. Joe Towner
Thank you for your attention to the above items.

for W. Ray Luce
Keeper of the National Register

Date: 4/1/80

FHR 8-268 2/79

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

ER-11 79/1091
NW100

APR 3 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.W.
Salem, Oregon 97301

Dear Mr. Green:

This letter is to document consultation between Federal Highway Administration (FHWA) personnel and members of my staff regarding the draft Environmental/ Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina - Salem Highway (SR-22), Marion and Polk Counties, Oregon.

On January 17, 1980 the Department of the Interior sent you a letter detailing a number of concerns involving recreation and cultural resource related matters raised during our review of the draft Environmental/Section 4(f) statement. Since that letter we have had occasion to consult with FHWA staff and have reviewed information that was not available during the drafting of the Departmental letter. We now believe that all recreation and cultural resource points raised in the Department's January 17, 1980 letter have been satisfactorily answered or dealt with.

We have also had occasion to review a preliminary draft of the final Section 4(f) statement for the subject project. We think the preliminary statement (made available to us on Apil 1, 1980) adequately covers both provisos of Section 4(f). You are reminded however that Section 4(f) concurrance does not complete consultation with this Department on matters pursuant to Section 6(f) of the Land and Water Conservation Fund Act (LWCF) (16, USC 460). We agree with the priorities for dealing with 6(f) lands as contained in the preliminary final Section 4(f) statement and will act quickly upon a request for conversion when specific project replacement lands are offered through the appropriate channels.

RECEIVED
STATE HWY ENGR
APR 8 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
APR 7 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

We appreciate the opportunity to have consulted on these matters in a timely fashion. We suggest this letter be included in the Final Environmental/ Section 4(f) statement as evidence of your coordination on these matters.

Sincerely yours,

/s/ FREDERICK J. BENDER

Maurice H. Lundy
Regional Director

cc: Mr. F.B. Klaboe, Director
Oregon State Department of Transportation
State Highway Building
Salem, Oregon 97310

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

In Reply Refer to
File No.

April 9, 1980

Pieter Dykman
Research Coordinator
Environmental Section
412 ODOT Building
Salem, OR 97310

Dear Mr. Dykman:

RE: Willamette River (Center and Marion Streets)
Willamina-Salem Highway, Marion and Polk Counties, Oregon

We have been asked to supplement our earlier comments, dated July 24, 1979, on the Cultural Resources Report carried out to assess the impact of the above-mentioned project on historic properties and archeological sites eligible for inclusion in the National Register of Historic Places.

This will confirm that, in our opinion, the design alternative selected (Alternative 3) will not adversely effect the Andrew T. Gilbert House or Marion Square Park, properties which are potentially eligible for inclusion in the National Register. Further, we concur that, because of prior land disturbance and other factors, an archeological reconnaissance is not required as a prelude to construction.

Since the date of our earlier letter concerning this project, the Wilson-Durbin House, a Rural Gothic dwelling at 434 Water Street dating from the early 1860s, has been identified as potentially eligible for inclusion in the National Register. Elsewhere in the project area are properties which have been discussed because of their cultural interest. These include the remodeled late 19th century commercial building at 345 Commercial Street and nine one-story frame cottages of similar design and date of construction, c. 1930. In our view, the last-named ten properties do not presently meet the criteria of the National Register. In any event, we believe that the proposed project will not affect any of the properties named in this paragraph, nor will it affect the proposed Commercial Street Historic District, a block-and-a-half south of the Center Street Bridge.

In our opinion, neither the Center Street Bridge nor Marion Street Bridge presently meet the criteria for the National Register.

Thank you for the opportunity to offer these comments. We hope they will be helpful.

Sincerely,

D.W. Powers III
Deputy State Historic Preservation Officer

DWP/EWP:ko

APPENDIX C

Air Quality Consistency Determination Letter

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

June 23, 1980

Mr. A. J. George, Jr.
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

Final date for Submission of Written
Comments: July 13, 1980

Re: Center and Marion Street Bridges
AQ Highway File No. 37-8014
Proposed Indirect Source Permit

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the 20-day notice period.

All comments received from you, the public and governmental agencies will be considered by the Department.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:p
P37801.4L
Attachments

cc: Polk County Planning Agency
Marion County Planning Agency
Dave Pratt, City of Salem
Dick Knowles, MWVCOG
Willamette Valley Regional Office

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

PROPOSED

INDIRECT SOURCE:

Willamette River (Center and Marion Street) Bridges

ISSUED TO:

Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

SOURCE SITE:

OR 22, Salem, Oregon

COUNTY:

Marion/Polk

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young, Director Date

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transportation is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Willamina-Salem Highway No. 30 between N.E. Commercial Street and N.W. Wallace Road.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS 37-8014 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

APPENDIX D

Agency Comments on DEIS and Responses

AGENCY COMMENTS

The following agencies or groups commented upon the draft environmental impact statement:

1. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 10-18-79.

*2. U.S. Coast Guard, Seattle, 11-1-79.

*3. Mid-Willamette Valley Council of Governments, Salem, 12-7-79.

4. Executive Department: Intergovernmental Relations Division, Salem, 12-11-79.

*5. City of Salem: Public Works Department, Salem, 12-19-79.

6. Right Bank Design Team, Salem, 12-21-79.

*7. U.S. Environmental Protection Agency, Washington D.C., 12-28-79.

8. U.S. Department of the Interior, Washington D.C., 1-8-80.

9. U.S. Department of Agriculture: Soil Conservation Service, Portland, 1-15-80.

*10. U.S. Department of the Interior, Washington D.C., 1-17-80.

*11. U.S. Environmental Protection Agency: Region 10, Seattle, 1-21-80.

12. Advisory Council on Historic Preservation, Washington D.C., 1-24-80.

*13. U.S. Environmental Protection Agency: Region 10, Seattle, 2-14-80.

*14. City of Salem: Department of Community Development, Salem, 2-29-80.

15. Polk County: Board of Commissioners, Dallas, Oregon, 3-18-80.

16. Advisory Council on Historic Preservation, Washington D.C., 3-31-80.

17. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 4-3-80.

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*Excerpts have been taken from these agency review letters. These comments and questions are answered below. Complete copies of review letters follow in the next section.

AGENCY COMMENTS AND RESPONSES:

U.C. Coast Guard, Seattle, 11-1-79.

Comment 1: The preliminary Draft EIS has been reviewed by Coast Guard Bridge Section personnel. Comments on the document are summarized below:

> The discussion of commercial navigation (page 4-3) is very limited. More specific information on the history of commercial river transportation should be presented. The discussion also should include details of vessel numbers, tonnages, commodities, etc., and should utilize the most recent data available. Existing commercial operations that utilize river transport should be identified and the potential for future commercial traffic should be analyzed. The decline in commercial navigation noted on page 4-3 should be explained, if possible. Finally, there should be information on non-commercial river navigation, perhaps in a separate section, that includes estimates of vessel types, numbers, marinas, etc.

Response 1: This comment requires several responses:

a) More information was available under the heading "River Commerce" on pages 9-7 and 9-8 in the Economics section of the preliminary DEIS.

b) Continuing project development since the preliminary DEIS suggests that the lowering of clearance on the Center Street Bridge will be 7'6", down to a clearance of 61'2", using an elevation of 109.6' as the low water elevation. These figures, though much refined, are still subject to change, however. The lowering is necessitated by the desire to keep the same grade line as the existing bridge while using greater depth of beams required by concrete materials, which will replace the steel in the present structure.

c) Consultation with the Navigation Branch of the Corps of Engineers, who checked with the Willamette Falls Locks and with their dredge operator, produced very little information on past navigation and even less information on present commercial activity. No commercial traffic, bound for Salem or beyond, has checked through the locks in several years. Only sand and gravel barge traffic is reasonably expected in the future; and this use certainly would not be hindered by the proposed 61' clearance. The Corps further indicated that in the Salem area the effective clearance limit is the railroad bridge just downstream from the highway bridges. Without its lift span open, its clearance is 46.5'. This span has not been opened for some time.

d) There is much pleasure craft use of the river in the Salem reach, and there are two marinas. Specific numbers and types of craft are unavailable, but, in our experience, use is by power boats and paddle craft: speed boats, runabouts, sleds, drift boats, car toppers, canoes, rafts, etc. Again, none of these craft are even remotely constrained by the proposed 61' clearance. Also, peak use comes during times of low flows and maximum clearance.

e) Finally, with a dredging program which calls for a minimum channel depth of 3 1/2 feet, it is difficult to imagine a craft having greater clearance requirements than 61' on this reach of river.

Mid-Willamette Valley Council of Governments, Salem, 12-7-79.

Comment 2: What is the significance of the energy impacts on page 16? Are they severe or minor in nature?

Response 2: Significance is hard to measure and to assign objectively. This is why only numbers were used. Comparing the impacts on a national scale, however, it is felt that they are very minor; on a statewide scale, minor; and on a local basis, moderate.

Comment 3: As related in the document, the major traffic delays occur at the signals at the ends of the bridges and not necessarily on the bridge(s) themselves. There was, however, a lack of discussion and lack of alternatives that included new traffic control schemes at either ends of the bridges. Specifically, there seems to be little discussion of improving the intersection of Marion and Commercial Streets. What solutions are proposed for improving this intersection?

Response 3: This comment was specifically discussed in the third paragraph on page 12 of the DEIS. It was noted in that paragraph that the bridges accomodate traffic at acceptable levels of service, LOS C-D, but that peak hour loading could not be substantially improved because of capacity limitations of the intersections improvements at the ends of the bridges. It was further noted that substantial intersection improvements were limited by the ramps and approaches to the bridges.

With the selection of Alternative 3, two 4-lane bridges, changes are possible and will be made in the approaches to both bridges. Starting with the Commercial-Marion Intersection. Three lanes will now be advanced through the intersection from Marion Street onto Marion Street Bridge. And, if operations upon completion of the bridge warrant it, three lanes could also be advanced from Commercial Street onto Marion Street Bridge (the third lane could be optional, as the second lane is now). In West Salem, three lanes will be taken off Marion Street Bridge by splitting the third lane from the right. One lane would proceed to Edgewater and two to Wallace Road. The

remaining two lanes, then, would become ORE 22, westbound. Meanwhile, two lanes will be taken from Wallace Road under ORE 22 traffic onto Center Street Bridge; and on the other side of the river three lanes will exit Center Street Bridge across Commercial. With no additional changes, these additions would increase the capacities of the bridge connections from 33 to 50%.

Furthermore, the Front Street Bypass, and the two new Front Street Ramps will divert some traffic from the Center-Commercial and Marion-Liberty Intersections.

Finally, interconnection of downtown traffic signals would help traffic operations, but that project is clearly beyond the scope of this proposal, and would have to be the subject of a future effort.

Comment 4: Relating to Comment 2, did the traffic analysis take into account the possibility of the Salem Parkway being constructed.

Response 4: Yes.

City of Salem: Public Works Department, Salem, 12-19-79.

Comment 5: After reviewing the bridge Draft EIS the Traffic Division determined that certain concerns should be addressed in the final EIS.

The shift in traffic volume from Commercial Street and Liberty Street (existing to Year 2000) is indicated in the Draft. The roadway which receives the additional traffic is not stated in the EIS.

Response 5: The shift in traffic was mainly to Front Street with lesser amounts diverted to Church and High.

Comment 6: The traffic volume on the Center Street Bridge to Front Street Ramp (Year 2000) is seen as being estimated high considering (1) alternative routes (2) traffic control and (3) geometrics of the ramp.

Response 6: Comment 6 concerns a Center Street Bridge Ramp, but doesn't specify which ramp (one exists; another is planned). If the heaviest volume ramp is being discussed, it would be the SB ramp. The Year 2000 ramp volumes may very well be high, but the forecast is based on there being effective disincentives for diverting traffic from Commercial and Liberty. The City has stated in the past that disincentives would be applied to divert traffic from Commercial and Liberty. However, the nature of these measures and an analysis of how they would work have not been defined. All of the bridge analysis and Front Street analysis is based on this diversion assumption.

If the City does not follow through with implementation of such disincentives, there are currently a number of forecasts that may not come to pass.

Comment 7: The EIS recognizes that the "capacity" of the bridges is constrained by signalized intersections at east and west ends of bridges. Low volumes stated for Year 2000 Alternatives 2 and 3 result in acceptable capacities for intersection with liberty Street and Commercial Street. Traffic Division estimates the level of service, Year 2000, with Alternative 3 for the following intersections:

Intersection	Level of Service* ODOT Estimate	Level of Service* City Estimate
Commercial Street & Marion Street	C-D	E-F
Liberty Street & Marion Street	C-D	E-F
Liberty Street & Center Street	C-C	E

Response 7: Informal discussions with the City indicate that future traffic was analyzed for "as is" intersections. This resulted in unsatisfactory levels of service. ODOT's forecasts, as used in the DEIS, were based on improved intersections. The extent of improvements were not specified but sufficient improvements are possible to allow the LOS indicated. See also the second paragraph of Response 3.

Comment 8: The EIS should discuss the effect of an interconnected responsive traffic signal control system on improving street system capacity east of the bridges.

Response 8: It is not certain that an EIS is the proper place to discuss the relative merits of an interconnected responsive signal control system. The major benefits of such a system could be higher vehicle speeds and less air pollution, but it is possible that the system could reduce capacities under certain conditions. See also the fourth paragraph of Response 3.

U.S. Environmental Protection Agency, Washington D.C., 12-28-79.

Comment 9: Your agency requested comments on the EIS be received by December 31, 1979. In accordance with Section 1506.10 of the CEQ regulations (40 CRF 1500-1508), the 45 day review period will be calculated from the Federal Register Notice dated December 7, 1979, and will extend until January 21, 1980.

May I advise you to send a letter to all persons receiving the EIS informing them of the correct date.

Response 9: No deadline was applied. The last comment received, on 4-3-80, has still been accepted.

U.S. Department of the Interior, Washington D.C., 1-17-80

Comment 10: While discussions regarding the first proviso of Section 4(f) could be strengthened, we concur that there appears to be no feasible and prudent alternative to achieving the transportation objectives of the proposed project without impacts to park and recreation sites in the area.

With respect to the second proviso of Section 4(f), the statement is deficient in discussing specific measures to minimize harm to recreation resources. For instance, in discussing the impact of the proposed project on Marion Square Park, the statement clearly points out (page 41) that the build alternatives would increase noise, hinder access, remove parking and make public restrooms less accessible, chiefly during summer months, the period of peak park use. Therefore, we do not agree with the statement (page 45) that a Section 4(f) determination for Marion Square Park is not necessary. In accordance with the Ninth Circuit Court of Appeals decision (Brooks vs. Volpe; No. 71-1908), we recommend that a Section 4(f) statement be prepared for this involvement. The statement should reflect the results of coordination with the Salem Park and Recreation Department (SPRD) and the Regional Parks and Recreation Agency (RPRA) relative to such measures to minimize harm as they deem appropriate to maintain the park's integrity and usefulness.

Response 10: The 4(f)/6(f) discussion in the draft EIS was not meant to be all-inclusive or exhaustive. The discussion was not seen as a 4(f) Statement or Determination, rather it was an acknowledgement that two of the alternatives under consideration had clear 4(f) implications, if chosen. A discussion of the magnitude of these implications followed.

Now that Alternative 3, two 4-lane bridges, has been chosen, a separate Section 4(f) Statement, including 6(f) considerations, has been prepared for the Wallace Marine Park involvement. Minimization of harm and mitigation of impact receive prominent attention in this document.

The effects (particularly access, parking, and accessibility to restrooms) predicted for Marion Square Park in the draft EIS would have resulted predominantly from Alternative 2, which has been rejected. Alternative 2 is the lesser build alternative but it would have had greater impact upon the park because it would have involved widening on both sides of the existing Marion Street Bridge. Alternative 3 will build a new structure alongside the present bridge involving work only on the side away from the park.

Salem has no "Salem Park and Recreation Department (SPRD)". The Regional Parks and Recreation Agency (RPRA) is the custodian of Salem area parks, representing the City as well as

Marion and Polk Counties. Coordination with RPRA has been and will continue to be extensive as is attested in the 4(f) statement.

Comment 11: As to Wallace Marine Park, the statement correctly addresses the need to provide replacement land of reasonably equivalent utility and location for the portion which will be taken from the park, in accordance with the provisions of Section 6(f) of Land and Water Conservation Fund Act (L&WCF). Although different parts of the text identify some of the proposed measures to minimize harm to Wallace Marine Park, a consolidated list of all measures, which are planned in consultation with SPRD and RPRA, should be enumerated in the final 4(f) statement. We recommend that, in particular, landscaping be extensively undertaken on the park properties as a means to help absorb and muffle the increased noise levels.

Response 11: All of the information has been pulled together in the Section 4(f) statement which is being circulated with the final EIS.

Comment 12: We are concerned with the statement at the bottom of page 34 that the cottages on Water Street contribute to the architectural variety and period of quality of the area, but do not possess historic significance entitling them to protection under Section 4(f) or Section 106 of the National Historic Preservation Act. Properties of local and/or State significance are protected under Section 4(f). Therefore, FHWA initially should consult with the State Historic Preservation Officer, the local officials with cultural resources expertise and/or historical societies or academic institutions having expertise with regard to such properties for a determination of the State or local historical, architectural, supplemental Section 4(f) information should be added to the statement necessary to make a determination for the two provisos of Section 4(f). (Reference: DOT ORDER 5610.1C, Attachment 2, Items 4 and 5).

Response 12: The State Historic Preservation Office (SHPO) has determined that the nine one-story frame cottages (circa 1930) on Water Street, N.E., do not meet the eligibility criteria for the National Register of Historic Places. The one and one-half story Wilson House (circa early 1860's), located at the south end of the court of cottages, has been identified as potentially eligible for the National Register. Section 4(f) or Section 106 is not applicable since the project will have no effect on these properties. (see revised Cultural Resources section of the final EIS and attached documentation from SHPO.)

Comment 13: Descriptions of fish and wildlife resources are generally adequate. However, we believe that the impacts of project alternatives on these resources warrant improvement.

Response 13: The intent of this comment is somewhat unclear. The descriptions of existing setting and impacts have been reviewed and they are felt to be commensurate with the scale of impacts which is anticipated. Recall that the EIS is a summary of technical data thought appropriate to discuss project impacts. Current CEQ Regulations provided added impetus for this direction. A copy of the full Water Quality and Biology technical reports have been included in the transmittal of the final EIS to DOI.

Comment 14: Page ix, Impact Summary-Biology: It is stated that 58 percent of the land that would be affected by construction activities has some wildlife value, and that 1.8 acres of this habitat would be permanently lost. However, in the section on Biology (beginning on page 28), the value of this habitat to wildlife is not discussed, nor are the species using it. It would be helpful to include representative species of each animal group mentioned, and the value of the habitat to these species (i.e., food sources, nesting areas, cover, etc.). The impact of the loss of this habitat should then be better evaluated and discussed.

Response 14: Page V of the draft EIS cautioned that the EIS is a summary volume--summarizing and synthesizing data gleaned from more detailed and lengthy technical reports. The availability of the full technical reports was announced. Also, half the information questioned is taken from a summary matrix. Given the location of the bridges, the statement that 1.8 acres of land which has some wildlife value would be permanently lost is not so alarming--particularly when aquatic habitat and wetlands have been previously excluded because they were treated elsewhere.

The full technical reports were circulated with the DEIS to all agencies in the region which were thought to have expertise in the subject area of the report. Again, the Water Quality and Biology reports will be sent to DOI with the FEIS.

Comment 15: Page 25, paragraph 6: This paragraph states that riparian land would be temporarily degraded and low vegetation destroyed. No mention of revegetation is made either here or under the Mitigation section on page 26. All disturbed areas should be replanted with species of grasses, forbs, shrubs, and/or trees that have high values as food and cover for wildlife. Information concerning revegetation should also be included in the Mitigation section.

Response 15: Shrubs and trees which are removed will be replaced with similar species, or with others which may be more suitable as food and cover for wildlife. Basically, however, this is an urban park and the impact area is already extensively used by people and by parking. Other than the decorative trees and shrubs, creation of additional wildlife habitat is impractical.

Comment 16: Page 27, Item 8: The wetlands to be lost and their value to wildlife should be described, rather than dismissed as being insignificant, even though a small area is involved.

Response 16: Wetlands which could be lost were described on pages 25-6 of the DEIS. An additional "Wetlands Finding" has been prepared for the selected alternative. This finding is in the Wetlands section of the FEIS.

Comment 17: Page 31, paragraph 3: See the comments for page ix. Also, a brief discussion of impacts to wildlife should be included.

Response 17: See response for Comment 14.

Comment 18: Page 31, Item 6: It is stated that no threatened or endangered fauna would be affected by the project, but no documentation is given as to how this was determined, nor are threatened or Endangered Species Act, as amended, should be indicated, including sources of information.

Response 18: No threatened or endangered species are affected by this project. The U.S. Fish and Wildlife Service provided a species list on this project at the request of ODOT/FHWA. The list indicated no listed or proposed species were present in the project area. This procedure constitutes compliance with Section 7 of the Endangered Species Act.

Comment 19: Page 32, paragraph 1: It is stated that landscaping would be done after project completion, which may more than offset impacts to wildlife. To aid in accomplishing this, plants which have high value as food and cover for wildlife should be planted in preference to purely ornamental species. Revegetation should be coordinated with the Oregon Department of Fish and Wildlife, the Soil Conservation Service and the U.S. Fish and Wildlife Service.

Response 19: Please see Response 15.

Comment 20: Should detailed site-specific information now be available, FWS would be pleased to cooperate and coordinate with you, the Oregon Department of Transportation, the Oregon Department of Fish and Wildlife, the U.S. Coast Guard, the Corps of Engineers, and any other involved State/local agency in resolution now of all factors, including stipulations relating to the needed permits, so that this information may be included in the final statement. Indeed, we think it essential that this additional "scoping" be carried out now to comply with the views of the Secretary of Transportation as expressed to the Secretary of the Interior.

Response 20: The DEIS contained the most specific project development information then available. All involved federal, state and local agencies received copies of the draft; and two dozen technical

reports were sent out. These agencies will all receive the FEIS, and some will receive additional consultation as is necessary for the issuance and observation of permits.

Comment 21: We note the commitment to dispose of dredged spoil on land. No mention is made of borrow to protect bridge piers and for other project needs. The statement should identify designated areas for much disposal (i.e., spoil areas) and for the borrow material. Other sections of the statement should (1) describe the existing environmental setting of the spoil/borrow areas under pre-project conditions; (2) evaluate the impacts of the spoil/borrow operations on the flora, fauna and cultural resources; and (3) discuss the mitigation measures to be employed to lessen the impacts on the environment of the spoil/borrow operations.

Response 21: Estimated quantities of materials: excavation, embankment, aggregate, slope protection rock and riprap for pier protection, were provided on page 19 of the DEIS.

Given the very small scale of material quantities as well as the project's location--in the midst of a rapidly growing urban area--commercial sources will be used for material acquisition and/or disposal. Waste will be taken to commercial fill or building sites; aggregate and riprap will be purchased from commercial gravel operators or quarry sites near the project. Such sites will be operating in compliance with land use planning, zoning, and requisite permits.

Comment 22: We note that the State Preservation Officer has approved for nomination to the National Register of Historic Places the Gilbert House, the Commercial Street Historic District and Marion Square Park. To date, this information has not been received by the Keeper of the National Register for Historic Places. (Reference: 36 CFR 60 and 800).

Response 22: The Keeper's office has received and acknowledged requests for determination of eligibility on the Gilbert House and Marion Square Park. A request for determination of eligibility on the Commercial Street Historic District was not submitted. The project will have no effect on the proposed district. A National Register nomination on the Gilbert House is in preparation, but has not been completed. Nominations on Marion Square Park and the Commercial Street District have not been initiated. (see revised Cultural Resources section.)

U.S. Environmental Protection Agency, Region 10, Seattle, 1-21-80.

Comment 23: Applicable FHWA regulations state that changes in horizontal and vertical alignment should be evaluated as alternative means of reducing severe noise impacts resulting from highway projects. While the technical noise study accompanying the Draft

EIS provides an adequate explanation of why changes in the horizonal alignment were not considered, it does not adequately explain why changes in the vertical alignment were not explored. This should be discussed.

Response 23: The Noise Study Report has been revised to reflect this and other comments. In response to this comment, changes in vertical alignment of the structures for noise abatement were not explored during project design because the vertical clearances of the bridges and the corresponding bridge approach grades already represent compromises in many areas. Higher bridge clearances are preferred over intersecting roadways, railroads, and navigable rivers such as the Willamette. Conversely, lower clearances and more gradual bridge approach grades are preferred for energy conservation, improved traction in adverse weather, bicyclists, pedestrians and safety. Still other variables such as aesthetics, design, and cost affect the variations in grades and clearances. The existing structures which compose the main portion of the project already offer some shielding to areas beneath the structures simply because they are elevated. The new structures should offer the same amount of shielding.

Comment 24: We suggest that the discussion concerning the feasibility of a noise reduction wall at the Edgewater Parkway site should consider tree or shrubbery planting as a method of reducing the poor aesthetic qualities of such a wall.

Response 24: A noise reduction wall at the Edgewater Parkway site was evaluated further for the FEIS (see Noise section). The wall, in addition to having poor aesthetic qualities, was judged impractical due to excessive cost ($275,000). Thus the wall has been rejected. The fairly extensive existing trees and shrubs will remain undisturbed.

Comment 25: It would be helpful in the future if the Draft EIS explains that the FHWA's maximum design levels are noise levels based on speech interference criteria derived from speech distances and voice efforts deemed reasonable for the land-use and activity categories being considered. Such information would be especially helpful to non-technical persons who review the Draft and Final EIS's.

Response 25: This comment has been included in the revised Noise Technical Report.

Comment 26: Although the draft EIS describes existing and predicted noise levels in accordance with FHWA policy which advocates the use of L_{10} and L_{eq} descriptors, we suggest that these noise levels additionally be expressed in day/night sound Level L_{dn}) terms, terms, since the time of occurence of noise production is important.

Response 26: The Noise Study Report for this project was prepared in accordance with FHPM 7-7-3. The only two noise descriptors addressed in FHPM 7-7-3 are the L_{10} and the L_{eq}. The required noise prediction model (FHWA-RD-77-108) computes the L_{eq} noise level. Until FHWA policy or regulations promulgated by DEQ or EPA require the L_{dn} noise level to be analyzed, it need not be addressed in FHWA required noise study reports.

Comment 27: Finally, the Noise Study Report prepared by the Oregon Department of Transportation mentions that the mitigation of construction noise will be investigated should a specific noise impact complaint occur. A more positive approach needs to be taken, and the following methods of abating construction-generation noise should be considered in addition to those which the draft EIS already mentions:

1. The use and maintenance of properly operating mufflers and quieting devices.

2. The use of the quietest available machinery and equipment.

3. The use of electric equipment in preference to gas.

4. Locating construction equipment as far from nearby noise sensitive properties as possible.

5. Shutting off idling equipment.

6. Scheduling the noisiest operations near the middle of the day, and notifying nearby residents whenever extremely noisy work will be occuring.

7. The use of permanent or portable acoustic barriers around construction point noise source.

The effectiveness of these abatement measures should be described and demonstrated by the use of accepted noise prediction techniques. In addition, plans to monitor noise during construction and at the completed project should be described. Perhaps these constraints should additionally become a part of project contract specifications.

Response 27: The following construction noise abatement measures will be included in the project construction specifications:

a) Time constraints will be placed on construction activities from 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday, and on all legal holidays.

b) All equipment used in construction activites shall have sound control devices no less effective than those provided on the original equipment.

c) No equipment shall have an unmuffled exhaust.

d) All equipment used in commercial construction activities shall comply with pertinent standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the following noise mitigation--if applicable--may be implemented at the discretion of the project engineer:

a) Stationary construction equipment can be located as far from nearby noise sensitive properties as possible.

b) Idling equipment can be required to be shut off.

c) Noisy construction operations can be scheduled near the middle of the day.

d) Nearby residents can be informed whenever extremely noisy work will be occurring.

e) Permanent or portable acoustic barriers can be used around stationary construction noise sources.

Comment 28: The DEIS states that runoff from the bridges empties directly into the river. The FEIS should indicate whether any consideration was given to collecting this runoff and separating oil and grease and the other pollutants mentioned in the technical report, i.e. rubber bits, asbestos, lead, zinc, etc.

Response 28: Such consideration was given, but no proposals have been adopted. The reasons are as follows:

1. Storm runoff is an intermittent but predictable occurrence directly related to precipitation patterns. In the Salem area, the months of heaviest precipitation (November through February) coincide with a period of higher flows in the Willamette River, whereas the months of least precipitation (July through October) occur when flows are lowest. Thus, the discharge and dilution capacity of the river is greatest during the period when most storm runoff would occur.

2. The volume of river flow is sufficient to dilute and disperse the storm water discharge with few changes in water quality. This is based on the assumption that the level of existing water quality will be maintained and that there will be no drastic change in the nature of storm runoff or in the flow characteristics of the river.

3. Even though storm water runoff has been found to contain potential pollutants, the effects of runoff from existing highways on water quality have not been fully defined. Data is not yet available to warrant the identification of this runoff as a significant source of pollution in the Willamette River.

U.S. Environmental Protection Agency--Region 10, Seattle, 2-14-80.

Comment 29: The data used to compare modeled and predicted CO concentrations are based on one-hour concentrations. Since the 8-hour CO standard is the controlling standard, the Final EIS should compare modeled and monitored 8-hour concentrations.

Response 29: In the revised Air Quality Report, the linear regression equation was obtained by comparing modeled and monitored hourly CO concentrations. The maximum 8-hour measured CO concentration was then compared to the modeled worst-case 8-hour value.

Comment 30: We note that in this analysis, model Airpol-4A which is usually known to overpredict, underpredicts. This may be because a comparison of Table 11-22 and Tables 11-10 and 11-11 indicate that the 10 days modeled were not the worst case days. We suggest the model be run again using all worst case parameters. If necessary meteorological data is not available, assumed conditions should be modeled and the rationale for the assumptions provided.

Response 30: In the revised Air Quality Report, ten worst-case days were selected on the basis of highest hourly value and/or highest 8-hour average value. Meteorological data for two of these days was unattainable, therefore eight days were used for the model validation.

Comment 31: The analysis includes modeled predictions for the Fuller Store CO site and the Gilbert House site, which is described as being located in a critical area. The model, however, is able to predict for several locations simultaneously and the maximum concentrations at edge of right-of-way should be modeled at several receptors. Justification should be provided for the selection of a worst case site. (See "Guidelines for Air Quality Maintenance Planning Analysis", Volume 9: Evaluating Indirect Sources, EPA September 1978).

Response 31: The number of receptors were increased to 18 in the revised study. The receptors were selected on the basis of possible 8-hour exposure to polluted air, i.e. apartments, residences, parks, mobile homes, etc.

Comment 32: The procedures on page 11-45 indicates that rollback of emissions was used to determine 1983 concentrations. Generally, for project level analysis, line source modeling validated by

monitored data is the approved method. Since the analysis shows that Airpol-4A is applicable, it should be used to make the 1983 predictions.

Response 32: In the revised Air Quality Report, the CALINE3 model was validated by monitored data. Using future emission factors and traffic volumes, future CO predictions were made.

Comment 33: The inclusion of the discussion on temporary impacts of the project is appreciated.

Response 33: No response is necessary.

Comment 34: It appears that only Alternative 2 is consistent with the State Implementation Plan. In accordance with Section 176(c) of the Clean Air Act, then, this should be the preferred alternative.

Response 34: The revised Air Quality Study shows very little difference in the total emmissions analysis between the two formerly proposed build alternatives. Both alternatives would be consistent with the SIP.

City of Salem, Department of Community Development, 2-29-80.

Comment 35: As part of our comments upon the draft EIS statement for the Marion-Center Street Bridge Project, we feel you should be made aware that it is our understanding that a property at 434 Water Street (between the two bridges) has been proposed in nomination to the National Register of Historic Places and that is is possible that the proposed bridge project may have an impact upon this proposed site.

While the effects of this pending nomination may not be determined at this time, you may wish to take this explanation under advisement in your environmental impact statement review process.

Response 35: The revised Cultural Resources section identifies and discusses the Wilson House at 434 Water Street, N.E. The State Historic Preservation Office concurs that the project will have no effect on the circa 1850's house. (see Cultural Resources section and documentation from SHPO.)

APPENDIX E

Agency Letters

DEIS REVIEW LETTERS

1. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 10-18-79.
2. U.S. Coast Guard, Seattle, 11-1-79.
3. Mid-Willamette Valley Council of Governments, Salem, 12-7-79.
4. Executive Department: Intergovernmental Relations Division, Salem, 12-11-79.
5. City of Salem: Public Works Department, Salem, 12-19-79.
6. Right Bank Design Team, Salem, 12-21-79.
7. U.S. Environmental Protection Agency, Washington D.C. 12-28-79.
8. U.S. Department of the Interior, Washington D.C., 1-8-80.
9. U.S. Department of Agriculture: Soil Conservation Service, Portland, 1-15-80.
10. U.S. Department of the Interior, Washington D.C., 1-17-80.
11. U.S. Environmental Protection Agency: Region 10, Seattle, 1-21-80.
12. Advisory Council on Historic Preservation, Washington D.C., 1-24-80.
13. U.S. Environmental Protection Agency: Region 10, Seattle, 2-14-80.
14. City of Salem: Department of Community Development, Salem, 2-29-80.
15. Polk County: Board of Commissioners, Dallas, Oregon, 3-18-80.
16. Advisory Council on Historic Preservation, Washington D.C., 3-31-80.
17. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 4-3-80.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

July 24, 1979

In Reply Refer to
File No.:

PIETER DYKMAN
RESEARCH COORDINATOR
ENVIRONMENTAL SECTION
412 ODOT BUILDING
SALEM OR 97310

Dear Mr. Dykman:

RE: Willamette River Bridges (Center and Marion Streets)
Willamina-Salem Highway, Marion and Polk Counties, Oregon

This is in response to the Cultural Resources Report carried out to assess impact of the above mentioned project on historic and archeological sites potentially eligible for inclusion in the National Register of Historic Place.

After careful review of the report, and applying the "criteria of effect and adverse effect" set forth in the Regulations for Protection of Historic and Cultural Properties (36 CFR 800.3), we concur with your finding that the proposed project will affect the Andrew T. Gilbert House (1890) and Marion Square Park, the latter of which is a feature of the Salem's original town plat of 1846. As your report indicates, these properties are potentially eligible for inclusion in the National Register of Historic Places, in our opinion. However, due to the relationship of these properties to existing bridge structures, we feel that the minor changes called for, particularly in Alternative 2, do not constitute an adverse effect. Further, we feel that the Cultural Resources Report adequately addresses the requirements of section 106 of the National Historic Preservation Act of 1966.

Thank you for your cooperation and concern. We appreciate this opportunity to comment.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

DGT/EWP:nmw

Form 734-3122

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Howard Johnson, Dist. 3
Eddie Welsh
Phil Stearns
Glen Green

R/H-ORE
X-Ref. 41-00732
41-00871
NW 100

OCT 18 1979

Mr. Gary A. Potter, Manager
Environmental Division
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

In response to your October 2, 1979 letter, we have reviewed the preliminary draft Environmental Impact Statement for Willamette River (Center and Marion Street) bridges, Willamina-Salem Highway (ORE-22), City of Salem, Oregon. The following comments are provided as technical assistance and reflect the opinions of this Regional Office and do not necessarily represent the views of the Secretary of the Interior. Official Departmental comments will be provided when requested by the Secretary of Transportation.

Comments

As this Service has primary Department of the Interior responsibility for matters dealing with recreation and the preservation of cultural (e.g., historic or archeological) resources, we have limited our comments to these areas of expertise.

Recreation

After assessing the information presented in the preliminary draft report, we believe the document adequately deals with the recreation features of the project. We agree the project will not impact Marion Square Park, or Edgewater Parkway for purposes of Section 4(f) of the D.O.T. Act as amended. We also agree that project impacts on Wallace Marine Park will constitute a "use" of that facility as defined by Section 4(f) and that a Section 4(f) Determination per D.O.T. Order 5610.1C will be necessary. From information presented, it would appear that there are no feasible and prudent alternatives to the use of land from Wallace Marine Park and that the proposed mitigation will be adequate, thus satisfying both provisos of Section 4(f). The document also correctly addresses the need to provide replacement land for park land taken by the highway project as required by Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. 460). The proposed land replacement program would appear to satisfy Section 6(f) but because no specific lands have been identified and no formal request for land

conversion and replacement have been submitted, we will withhold judgement on the adequacy of the Section 6(f) matter. Formal request to use the land covered by Section 6(f) should be directed through the Oregon State Liaison Officer, Mr. David Talbot, State Parks Superintendent, 525 Trade Street S.W., Salem, OR 97310.

Inasmuch as the Department of the Interior has a coordination responsibility on 4(f) matters and must authorize a 6(f) conversion, we expect to have the opportunity to review the Section 4(f)/6(f) statement in draft before preparation of the final environmental statement in order to satisfy consultation requirements.

Cultural

In general, we agree the proposed project will not have an adverse effect (CFR 800.3) on cultural property within the project area. The procedures being followed for the identification of cultural resources and the assessment of impacts appears adequate. The final environmental statement, however, should document the consultation with the State Historic Preservation Officer and the Advisory Council on Historic Preservation (Section 106 of National Historic Preservation Act) on the cultural matters discussed. The recommendations of either of these entities should also be included in the final statement.

In addition, Cottages, 440, 448, 462, and 468 Water Street and the commercial building at 345 Commercial Street N.E. should be examined to determine if the project will produce an adverse effect. If an adverse effect is identified, then a determination of the structure's local historical significance . . . "as determined by the Federal, State or local officials having jurisdiction thereof," . . . (Section 4(f), DOT act as amended) should be made. If the structure is found to be locally significant by the appropriate local official, then Section 4(f) will apply to these structures as well.

We appreciate the opportunity to have reviewed this document in the preliminary stages and hope our comments have provided assistance. We have no objection to including this letter with the Draft Environmental Statement as evidence of your early coordination on these matters.

for Maurice H. Lundy
Regional Director

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16590
Serial 601
1 November 1979

Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation
Highway Division
412 Transportation Building
Salem, OR 97310

Dear Mr. Potter:

Your letter of 2 October 1979 regarding the Draft Environmental Impact Statement (EIS) on the proposed replacement and/or widening of the Willamette River (Center and Marion Street) Bridges in Salem, Oregon, has been received. The preliminary Draft EIS has been reviewed by Coast Guard Bridge Section personnel. Comments on the document are summarized below:

> The discussion of commercial navigation (Page 4-3) is very limited. More specific information on the history of commercial river transportation should be presented. The discussion also should include details of vessel numbers, tonnages, commodities, etc., and should utilize the most recent data available. Existing commercial operations that utilize river transport should be identified and the potential for future commercial traffic should be analyzed. The decline in commercial navigation noted on Page 4-3 should be explained, if possible. Finally, there should be information on non-commercial river navigation, perhaps in a separate section, that includes estimates of vessel types, numbers, marinas, etc.

The Draft EIS should include consideration of the foregoing comments in order to ensure that the final document is adequate for Coast Guard Bridge Permit purposes. If you should have any questions, please contact Mr. John Mikesell or Mr. Wayne Lee of my staff for assistance.

Thank you for the opportunity to review the preliminary document and for your efforts to involve the Coast Guard at an early stage of the EIS process.

Sincerely,

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to:
FHWA, Salem, OR - Mr. Glen Green

M E M O R A N D U M

TO: Gary Potter, Environmental Section, ODOT

FROM: Dick Knowles, Transportation Coordinator, COG RLK

SUBJECT: Review of Willamette River Bridges EIS

DATE: December 7, 1979

I have reviewed the Willamette River Bridges Draft Enviornmental Impact Statement and offer the following comments.

1. What is the significance of the energy impacts on page 16? Are they severe or minor in nature?

2. As related in the document, the major traffic delays occur at the signals at the ends of the bridges and not necessarily on the bridge themselves. There was, however, a lack of discussion and lack of alternatives that included new traffic control schemes at either ends of the bridges. Specifically, there seems to be little discussion of improving the intersection of Marion and Commercial Streets. What solutions are proposed for improving this intersection?

3. Relating to comment 2, did the traffic analysis take into account the possibility of the Salem Parkway being constructed?

I appreciate the opportunity to comment on this document.

WILHELMI/aml

Environmental Section
December 13, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

VICTOR ATIYEH
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

Environmental Section
December 13, 1979

December 11, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickso
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

Gary A Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR. 97310

CENTER AND MARION STREET BRIDGES OVER WILLAMETTE RIVER- SALEM
PNRS 7911 4 460

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of Land Conservation and Development offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Kay L. Wilcox
KAY WILCOX, A-95 COORDINATOR

KW:cb

AN EQUAL OPPORTUNITY EMPLOYER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 7911 4 460 Return Date: DEC 7 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(✓) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Agency LCDC By JH Claypool

V. ODOT ENVIRONMENTAL IMPACT STATEMENTS

Project name: Willamette River Bridges (Draft EIS)

7911 4 460

The Department of Land Conservation and Development approved the Oregon Department of Transportation Coordination Program in March, 1978. Subsequently, ODOT incorporated procedures within the revised Oregon Action Plan which recognize the coordination responsibilities of the agency. As referenced on pages 71-84, the project has been coordinated with local government comprehensive planning efforts. ODOT is encouraged to continue this progress throughout implementation phases.

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

December 19, 1979

REGION 2 ENGINEER
RECEIVED
DEC 2 1 1979
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

Mr. C. O. Frederickson
Region Engineer
P.O. Box 14030
Salem, Oregon 97310

SUBJECT: Comments on Draft E.I.S. for Marion Street and Center Street Bridges

Dear Mr. Frederickson:

The following Traffic Division staff comments on the above subject are being forwarded to your office per City Council direction.

After reviewing the bridge Draft E.I.S. the Traffic Division determined that certain concerns should be addressed in the final E.I.S.

The shift in traffic volume from Commercial Street and Liberty Street (existing to Year 2000) is indicated in the Draft. The roadway which receives the additional traffic is not stated in the E.I.S.

The traffic volume on the Center Street Bridge to Front Street Ramp (Year 2000) is seen as being estimated high considering (1) alternative routes (2) traffic control and (3) geometrics of the ramp.

The E.I.S. recognizes that the "capacity" of the bridges is constrained by signalized intersections at east and west ends of bridges. Low volumes stated for Year 2000 alternatives 2 and 3 result in acceptable capacities for intersection with Liberty Street and Commercial Street. Traffic Division estimates the level of service, Year 2000, with alternative 3 for the following intersections:

Intersection	Level of Service* ODOT Estimate	City Estimate
Commercial Street & Marion Street	C-D	E-F
Liberty Street & Marion Street	C-D	E-F
Liberty Street & Center Street	C-C	E

The E.I.S. should discuss the effect of an interconnected responsive traffic signal control system on improving street system capacity east of the bridges.

It is requested that the Traffic Division's concerns be responded to in the final E.I.S.

Traffic Division concurs with the E.I.S. recommendation that alternative 3 with four lanes on both bridges should be the recommended alternative.

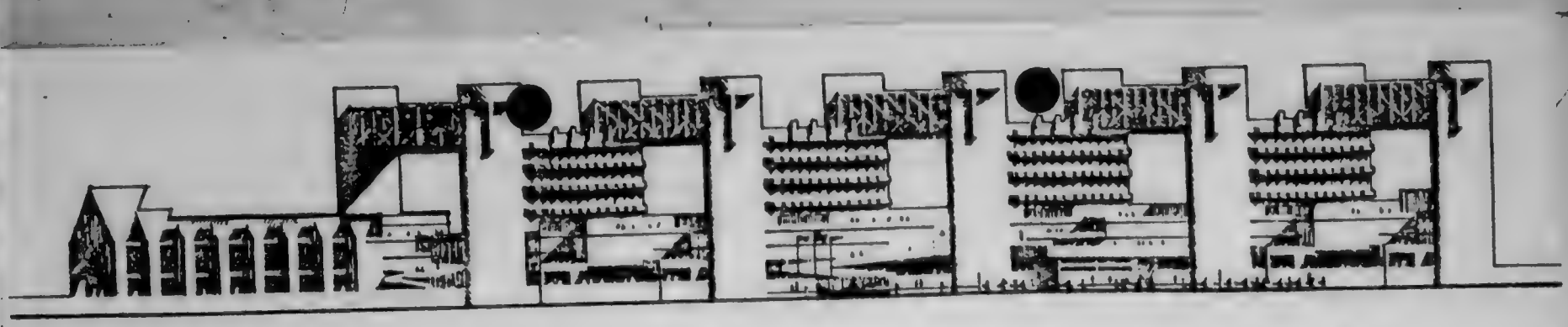
Should you have any questions related to the above, please contact this office.

Very truly yours,

BRUCE F. SCHAFER
City Traffic Engineer

BFS:skl

cc: Lou McNicoll, Director of Public Works
Ralph Lambert, Project Engineer



RIGHT BANK DESIGN TEAM

December 21, 1979

Mr. C. O. Fredrickson
Region Engineer & Hearings Officer
P. O. Box 14030
Salem, OR 97310

REGION 2 ENGINEER
RECEIVED
DEC 2 6 1979
RLE RBE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

Dear Mr. Fredrickson,

As a delayed followup to the Public Hearing of December 18, 1979 on the Marion and Center Street Bridge improvements, I am objecting to the approved design concept for handling bike and pedestrian traffic on the ten-foot wide right-of-way on the Center Street Bridge.

In the site model for the Right Bank riverfront proposal, a separate pedestrian/bikeway bridge is shown suspended between the two main traffic bridges. This new bridge, halfway between and connecting Wallace Marine Park on the west with a possible north downtown transit terminal, allows for good observation of pedestrians and bikers from both directions of moving traffic as well as being quieter and safer for all concerned users.

The Right Bank Design Team suggests that your bridge design team seriously consider the above outlined design concept in your now approved 3rd Alternative.

Sincerely,

James Stanek

James Stanek, Architect
dba Right Bank Design Team

cc: Gov. Victor Atiyeh
Sen. Mark Hatfield
c/o Jerry Frank

James Stanek, Architect
3350 Argyle Drive South
Salem, Oregon 97302
(503) 362-9818

Charles E. Hawkes, AIA
1110 Saginaw Ave. South
Salem, Oregon 97302
(503) 588-1895

Mel Kroker, Architect
30 N.W. 23rd Place
Portland, Oregon 97210
(503) 222-1771

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

DEC 28 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center NE
Salem, Oregon 97301

Dear Mr. Green:

On November 27, 1979 this office received five copies of the draft Environmental Impact Statement (EIS) entitled Willamina-Salem - Highway, OR-22, Willamette River Bridges, Marion and Polk Counties (FHWA-OR-EIS-79-10-D).

Your agency requested comments on the EIS be received by December 31, 1979. In accordance with Section 1506.10 of the CEQ regulations (40 CFR 1500-1508), the 45 day review period will be calculated from the Federal Register Notice dated December 7, 1979 and will extend until January 21, 1980.

May I advise you to send a letter to all persons receiving the EIS informing them of the correct date. If you have any questions, please contact Mrs. Kathi Wilson of my staff on (202) 245-3006.

Sincerely,

William N. Hedeman, Jr.
Director
Office of Environmental Review

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 79/1091

JAN 8 1980

Mr. Glenn L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

This is in regard to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina-Salem Highway (SR-22), Marion and Polk Counties, Oregon.

This is to inform you that the Department will have comments but will be unable to reply within the allotted time. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about mid-January 1980.

Sincerely,

Bruce Blanchard, Director
Environmental Project Review

cc: Mr. Gary A. Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

United States Department of Agriculture

Soil Conservation Service

1220 S.W. Third Avenue
16th Floor
Portland, Oregon 97204

January 15, 1979

Mr. Gary A. Potter, Manager
Environmental Section
Dept. of Transportation
Highway Division
Salem, OR 97310

Dear Mr. Potter:

The Soil Conservation Service has reviewed the Draft Environmental Impact Statement, Willamette River (Center and Marion Street, Salem) Bridges.

We have no comments to offer.

The opportunity to review and comment on this draft is appreciated.

Sincerely,

L. R. Green Acting
GUY W. NUTT
State Conservationist

cc: Administrator, USDA, SCS, Washington, D.C. 20013

ENVIRONMENTAL SECTION
January 18, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
BillKappus
Glen Green

RECEIVED
ENVIRONMENTAL SECTION
JAN 18 1980

Referred to Manager _____
Proj. Coord. _____ Res. Coord. _____
Eng. Coord. _____ Adm. Asst. _____
Sec. _____ File _____

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

RECEIVED
ENVIRONMENTAL SECTION

ER 79/1091

JAN 23 1980

JAN 21 1980

Ref. to Mgr. ____ Manager ____
Proj. Coord. Com Res. Coord. ____
Eng. Coord. ____ Adm. Asst. ____
Sec. ____ File ____

RECEIVED
DOT DIRECTOR
JAN 21 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.W.
Salem, Oregon 97301

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina-Salem Highway (SR-22), Marion and Polk Counties, Oregon.

NOTED
E. S. HUNTER

SECTION 4(f) COMMENTS

Recreation Resources

While discussions regarding the first proviso of Section 4(f) could be strengthened, we concur that there appears to be no feasible and prudent alternative to achieving the transportation objectives of the proposed project without impacts to park and recreation sites in the area.

With respect to the second proviso of Section 4(f), the statement is deficient in discussing specific measures to minimize harm to recreation resources. For instance, in discussing the impact of the proposed project on Marion Square Park, the statement clearly points out (p. 41) that the build alternatives would increase noise, hinder access, remove parking and make public restrooms less accessible, chiefly during summer months, the period of peak park use. Therefore, we do not agree with the statement (page 45) that a Section 4(f) determination for Marion Square Park is not necessary. In accordance with the Ninth Circuit Court of Appeals decision (Brooks vs. Volpe; #71-1908), we recommend that a Section 4(f) statement be prepared for this involvement. The statement should reflect the results of coordination with the Salem Park and Recreation Department (SPRD) and the Regional Parks and Recreation Agency (RPRA) relative to such measures to minimize harm as they deem appropriate to maintain the park's integrity and usefulness.

RECEIVED
TECHNICAL SERVICES
JAN 24 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JAN 24 1980
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

As to Wallace Marine Park, the statement correctly addresses the need to provide replacement land of reasonably equivalent utility and location for the portion which will be taken from the park, in accordance with the provisions of Section 6(f) of the Land and Water Conservation Fund Act (L&WCF). Although different parts of the text identify some of the proposed measures to minimize harm to Wallace Marine Park, a consolidated list of all measures, which are planned in consultation with SPRD and RPRA, should be enumerated in the final 4(f) statement. We recommend that, in particular, landscaping be extensively undertaken on the park properties as a means to help absorb and muffle the increased noise levels.

Cultural Resources

We are concerned with the statement at the bottom of page 34 that the cottages on Water Street contribute to the architectural variety and period of quality of the area, but do not possess historic significance entitling them to protection under Section 4(f) or Section 106 of the National Historic Preservation Act. Properties of local and/or State significance are protected under Section 4(f). Therefore, FHWA initially should consult with the State Historic Preservation Officer, the local officials with cultural resources expertise and/or historical societies or academic institutions having expertise with regard to such properties for a determination of the State or local historical, architectural, or cultural significance of the properties. If they are found significant, supplemental Section 4(f) information should be added to the statement necessary to make a determination for the two provisos of Section 4(f). (Reference: DOT ORDER 5610.1C, Attachment 2, Items 4 and 5).

With respect to the project's involvement with the other identified cultural resources, we concur with the finding of no adverse effect and, for this case, the non-applicability of Section 4(f) to them.

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

Descriptions of fish and wildlife resources are generally adequate. However, we believe that the impacts of project alternatives on these resources warrant improvement.

Page ix, Impact Summary-Biology: It is stated that 58 percent of the land that would be affected by construction activities has some wildlife value, and that 1.8 acres of this habitat would be permanently lost. However, in the section on Biology (beginning on page 28), the value of this habitat to wildlife is not discussed, nor are the species using it. It would be helpful to include representative species of each animal group mentioned, and the value of the habitat to these species (i.e., food sources, nesting areas, cover, etc.). The impact of the loss of this habitat should then be better evaluated and discussed.

Page 25, par. 6: This paragraph states that riparian land would be temporarily degraded and low vegetation destroyed. No mention of revegetation is made either here or under the Mitigation section on page 26. All disturbed areas should be replanted with species of grasses, forbs, shrubs, and/or trees that have high values as food and cover for wildlife. Information concerning revegetation should also be included in the Mitigation section.

Page 27, Item 8: The wetlands to be lost and their value to wildlife should be described, rather than dismissed as being insignificant, even though a small area is involved.

Page 31, par. 3: See the comments for page ix. Also, a brief discussion of impacts to wildlife should be included.

Page 31, Item 6: It is stated that no threatened or endangered fauna would be affected by the project, but no documentation is given as to how this was determined, nor are threatened or endangered flora mentioned. Compliance with Section 7 of the Endangered Species Act, as amended, should be indicated, including sources of information.

Page 32, par. 1: It is stated that landscaping would be done after project completion, which may more than offset impacts to wildlife. To aid in accomplishing this, plants which have high value as food and cover for wildlife should be planted in preference to purely ornamental species. Revegetation should be coordinated with the Oregon Department of Fish and Wildlife, the Soil Conservation Service and the U.S. Fish and Wildlife Service.

Other Interrelated Federal Permits

The statement identifies the need, at a later date, for permits for construction activities in the Willamette River and provides some information about this work. Such permits would be issued by the U.S. Coast Guard and the Corps of Engineers pursuant to their respective authorities under Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500. The permit applications will be reviewed by the U.S. Fish and Wildlife Service (FWS) pursuant to the Fish and Wildlife Coordination Act. In its review, FWS may concur, with or without stipulations, or object to the proposed work depending on site-specific information available with the application.

FWS advises that its tentative position, based on current information, would probably be to concur to issuance of the permits with stipulations for work in the river and the use of wetlands. Should detailed site-specific information now be available, FWS would be pleased to cooperate and coordinate with you, the Oregon Department of Transportation, the Oregon Department of Fish and Wildlife, the U.S. Coast Guard, the Corps of Engineers, and any other involved State/local agency in resolution now of all factors, including stipulations relating to the needed permits, so that this information may be included in the final statement. Indeed, we think it essential that this additional "scoping" be carried out now to comply with the views of the Secretary of Transportation as expressed to the Secretary of the Interior.

Borrow/Spoil Operations

We note the commitment to dispose of dredged spoil on land. No mention is made of borrow to protect bridge piers and for other project needs. The statement should identify designated areas for muck disposal (i.e., spoil areas) and for the borrow material. Other sections of the statement should (1) describe the existing environmental setting of the spoil/borrow areas under pre-project conditions; (2) evaluate the impacts of the spoil/borrow operations on the flora, fauna and cultural resources; and (3) discuss the mitigation measures to be employed to lessen the impacts on the environment of the spoil/borrow operations.

Cultural Resources

We note that the State Historic Preservation Officer has approved for nomination to the National Register of Historic Places the Gilbert House, the Commercial Street Historic District and Marion Square Park. To date, this information has not been received by the Keeper of the National Register for Historic Places. (Reference: 36 CFR 60 and 800).

SUMMARY COMMENTS

If a build alternative is selected, the Department of the Interior concurs that there is no feasible and prudent alternative to the use of and impacts on some lands covered by Section 4(f).

We consider the present document deficient with respect to the second proviso of Section 4(f) -- measures to minimize harm. However, in this case, we are willing to go along with those measures which you and Oregon DOT resolve, in further consultations about this facet of the project, with the Salem Parks and Recreation Department and with the Regional Parks and Recreation Agency. Notwithstanding and contingent on Section 4(f) approval by US-DOT, you may be assured of our willingness to give timely attention to the submission of a request to this Department for the conversion to a non-recreation use of the lands in Wallace Marine Park covered by Section 6(f) of the Land and Water Conservation Fund Act.

We would be pleased to work with you on a technical assistance basis regarding our concerns. The Regional Director, Heritage Conservation and Recreation Service, U.S. Department of the

Interior, 915 Second Avenue, Seattle, WA 98174 (phone: FTS 399-4700) has this responsibility for park, recreation, and cultural resource matters. For fish and wildlife, wetland, and related elements, please consult the Area Manager, Fish and Wildlife Service, U.S. Department of the Interior, 727 N.E. 24th Avenue, Portland, OR 97232 (Phone: FTS 429-6179).

We appreciate the opportunity to review and comment on the subject statement.

Sincerely,

James H. Rathlesberger
Special Assistant to
Assistant SECRETARY

cc: Mr. Robert A. Burco
Director, Oregon State
Department of Transportation
State Highway Building
Salem, Oregon 97310

ENVIRONMENTAL SECTION
January 24, 1980

cc; E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

Environmental Section
February 1, 1980

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Richard Kuehn
Eddie Welsh

REPLY TO ATTN OF: M/S 443

JAN 21 1980

Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

Dear Mr. Green:

Thank you for the opportunity to review the Draft Environmental Impact Statement (EIS) for the Willamette River Bridges in Salem. We would like to offer the following comments on the noise and water impacts of the project for your consideration in preparing the Final EIS. We will also be commenting upon the air quality impacts; however, our air technical reviewer has been unable to contact the person who prepared the Air Quality Technical Report to discuss certain information contained in the report. However, she expects to talk with him within the next few days and we will forward our comments to you as soon as we receive them.

NOISE

1. Applicable FHWA regulations state that changes in horizontal and vertical alignment should be evaluated as alternative means of reducing severe noise impacts resulting from highway projects. While the technical noise study accompanying the Draft EIS provides an adequate explanation of why changes in the horizontal alignment were not considered, it does not adequately explain why changes in the vertical alignment were not explored. This should be discussed.

2. We suggest that the discussion concerning the feasibility of a noise reduction wall at the Edgewater Parkway site should consider tree or shrubbery planting as a method of reducing the poor aesthetic qualities of such a wall.

3. It would be helpful in the future if the Draft EIS explains that the FHWA's maximum design levels are noise levels based on speech interference criteria derived from speech distances and voice efforts deemed reasonable for the land-use and activity categories being considered. Such information would be especially helpful to non-technical persons who review the Draft and Final EIS's.

4. Although the draft EIS describes existing and predicted noise levels in accordance with FHWA policy which advocates the use of L_{10} and L_{eq} descriptors, we suggest that these noise levels additionally be expressed in day/night sound level (L_{dn}) terms, since the time of occurrence of noise production is important.

5. Finally, the Noise Study Report prepared by the Oregon Department of Transportation mentions that the mitigation of construction noise will be investigated should a specific noise impact complaint occur. A more positive approach needs to be taken, and the following methods of abating construction-generation noise should be considered in addition to those which the draft EIS already mentions:

(1) the use and maintenance of properly operating mufflers and quieting devices
(2) the use of the quietest available machinery and equipment
(3) the use of electric equipment in preference to gas
(4) locating construction equipment as far from nearby noise sensitive properties as possible
(5) shutting off idling equipment
(6) scheduling the noisiest operations near the middle of the day, and notifying nearby residents whenever extremely noisy work will be occurring
(7) the use of permanent or portable acoustic barriers around construction point noise sources

The effectiveness of these abatement measures should be described and demonstrated by the use of accepted noise prediction techniques. In addition, plans to monitor noise during construction and at the completed project should be described. Perhaps these constraints should additionally become a part of project contract specifications.

WATER

The DEIS states that runoff from the bridges empties directly into the river. The FEIS should indicate whether any consideration was given to collecting this runoff and separating oil and grease and the other pollutants mentioned in the technical report, i.e. rubber bits, asbestos, lead, zinc, etc.

We will be sending our comments on the air quality impacts of the project as soon as possible. At that time we will also rate the project in accordance with our obligation under Section 309 of the Clean Air Act to let the public know our views of Federal actions.

If you have questions regarding the above comments, please call either me or Kathy Davidson at (206) 442-4011 or (FTS) 399-4011.

Sincerely yours,

Roger K. Mochnick

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

ENVIRONMENTAL SECTION
February 5, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

January 24, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

On December 20, 1979, the Council received your determination that Willamette River (Center and Marion Street, Salem) Bridges improvement project would not adversely affect the Gilbert House, the Marion Square Park, or any other historic or cultural property in Salem, Oregon, that is included in or eligible for the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination with respect to alternative 2, as detailed in the documentation submitted with the determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in the Federal Highway Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

Environmental Section
February 22, 1980

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Richard Kuehn
Eddie Welsh

REPLY TO ATTN OF: M/S 443

FEB 14 1980

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

Listed below are EPA's comments on the air quality impacts and analysis of the Willamette River Bridges project in Salem. This letter, together with our letter dated January 21, 1980, constitutes our comments on the Draft Environmental Impact Statement (EIS).

1. The data used to compare modeled and predicted CO concentrations are based on one-hour concentrations. Since the 8-hour CO standard is the controlling standard, the Final EIS should compare modeled and monitored 8-hour concentrations.

2. We note that in this analysis, model Airpol-4A which is usually known to overpredict, underpredicts. This may be because a comparison of table 11-22 and Tables 11-10 and 11-11 indicate that the 10 days modeled were not the worst case days. We suggest the model be run again using all worst case parameters. If necessary meteorological data is not available, assumed conditions should be modeled and the rationale for the assumptions provided.

3. The analysis includes modeled predictions for the Fuller Store CO site and the Gilbert House site, which is described as being located in a critical area. The model, however, is able to predict for several locations simultaneously and the maximum concentrations at edge of right-of-way should be modeled at several receptors. Justification should be provided for the selection of a worst case site. (See "Guidelines for Air Quality Maintenance Planning Analysis", Volume 9: Evaluating Indirect Sources, EPA September 1978).

4. The procedures on page 11-45 indicates that rollback of emissions was used to determine 1983 concentrations. Generally, for project level analysis, line source modeling validated by monitored data is

the approved method. Since the analysis shows that Airpol-4A is applicable, it should be used to make the 1983 predictons.

5. The inclusion of the discussion on temporary impacts of the project is appreciated.

6. It appears that only Alternative 2 is consistent with the State Implementation Plan. In accordance with Section 176 (c) of the Clean Air Act, then, this should be the preferred alternative.

EPA has rated this Draft EIS LO-2 (LO - Lack of Objections; 2 - Insufficient Information). This rating will be published in the Federal Register in accordance with our obligation under Section 309 of the Clean Air Act to inform the public of our views on Federal agency actions.

If you have questions or would like to discuss our comments, please call either me or Kathy Davidson at (206) 442-4011 or (FTS) 399-4011.

Sincerely yours,

David Stimson, for

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

ENVIRONMENTAL SECTION
March 4, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen L. Green

February 29, 1980

Ms. Maxine Banks
Oregon Department of Transportation
Highway Division
Environmental Section
Transportation Building
State of Oregon
Salem, OR 97310

Dear Ms. Banks:

As part of our comments upon the draft EIS statement for the Marion-Center Street Bridge Project, we feel you should be made aware that it is our understanding that a property at 434 Water Street (between the two bridges) has been proposed in nomination to the National Register of Historic Places and that it is possible that the proposed bridge project may have an impact upon this proposed site.

While the effects of this pending nomination may not be determined at this time, you may wish to take this explanation under advisement in your environmental impact statement review process.

DEPARTMENT OF COMMUNITY DEVELOPMENT
Urban Renewal Division

Richard Hayden
Renewal Administrator

cc: Marian Milligan, Historic Landmarks Commission
Elizabeth Potter, State Historic Preservation Office

C/8523A

POLK COUNTY BOARD OF COMMISSIONERS

HENRY A. (HANK) DOUGHERTY
COMMISSIONER

LYN HARDY
COMMISSIONER

BENJ. F. MAGILL
COMMISSIONER

TELEPHONE 623-8171, EXTENSION 221

COUNTY COURTHOUSE
DALLAS, OREGON 97338

MAR 21 1980
RCE RME RTE
5

March 18, 1980

RECEIVED
Environmental Section

Department of Transportation
Region II
2960 State St.
Salem, OR 97310

RE: Willamette River Bridges Alternatives

Attention: Phil Stearns

Please be advised that the Polk County Board of Commissioners wish to go on record as favoring Alternative 3. The Board feels that this will not totally alleviate the future need for a third bridge.

We feel this offers the most attractive option to the residents of Polk County.

Very truly yours,

POLK COUNTY BOARD OF COMMISSIONERS

Lyn Hardy, Chairman

Benj. F. Magill, Commissioner

Henry A. (Hank) Dougherty, Commissioner

ENVIRONMENTAL SECTION
March 27, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

ADVISORY COUNCIL ON HISTORIC PRESERVATION
LAKE PLAZA-SOUTH
SUITE 616
44 UNION BLVD.
LAKEWOOD, COLORADO 80223

March 31, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

On March 13, 1980, the Council received your determination that the Center and Marion Street bridges project in Salem, Oregon, would not adversely affect the Gilbert House or the Marion Square Park, properties eligible for the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in the Federal Highway Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

ER-11 79/1091
NW100

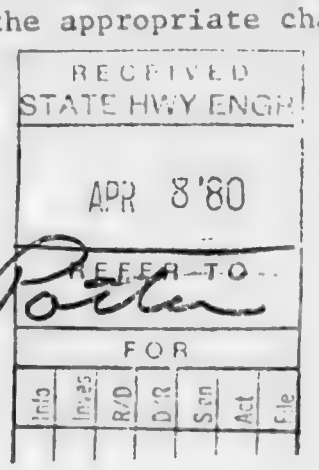
Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.W.
Salem, Oregon 97301

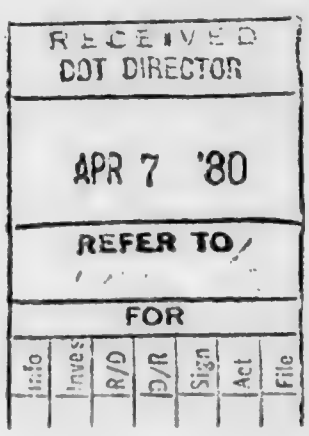
Dear Mr. Green:

This letter is to document consultation between Federal Highway Administration (FHWA) personnel and members of my staff regarding the draft Environmental/ Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina - Salem Highway (SR-22), Marion and Polk Counties, Oregon.

On January 17, 1980 the Department of the Interior sent you a letter detailing a number of concerns involving recreation and cultural resource related matters raised during our review of the draft Environmental/Section 4(f) statement. Since that letter we have had occasion to consult with FHWA staff and have reviewed information that was not available during the drafting of the Departmental letter. We now believe that all recreation and cultural resource points raised in the Department's January 17, 1980 letter have been satisfactorily answered or dealt with.

We have also had occasion to review a preliminary draft of the final Section 4(f) statement for the subject project. We think the preliminary statement (made available to us on Apil 1, 1980) adequately covers both provisos of Section 4(f). You are reminded however that Section 4(f) concurrance does not complete consultation with this Department on matters pursuant to Section 6(f) of the Land and Water Conservation Fund Act (LWCF) (16, USC 460). We agree with the priorities for dealing with 6(f) lands as contained in the preliminary final Section 4(f) statement and will act quickly upon a request for conversion when specific project replacement lands are offered through the appropriate channels.





We appreciate the opportunity to have consulted on these matters in a timely fashion. We suggest this letter be included in the Final Environmental/ Section 4(f) statement as evidence of your coordination on these matters.

Sincerely yours,

/s/ FREDERICK [illegible]

Maurice H. Lundy
Regional Director

cc: Mr. F.B. Klaboe, Director
Oregon State Department of Transportation
State Highway Building
Salem, Oregon 97310

April 9, 1980

Mr. Gary Potter, Manager
Environmental Section
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Gary:

The following pertains to the Wallace Marine Park Replacement Project and action of the City Council on the 7th of April to accommodate replacement of the .6 acres necessary to be taken from the existing Wallace Marine Park. You should be advised that the attached staff report was adopted unanimously by the City Council, and that administrative staff is following through on the recommendation contained therein.

In addition, staff will be preparing a construction schedule for the Glen Creek improvement that will be forwarded to you by the Public Works Department at a later date. By copy of this I am asking Lou McNicoll, Director of Public Works, to follow up on that aspect.

After you review the attached, should you have any additional questions, please call.

Sincerely,

Russ Abolt
Assistant City Manager

enclosure

cc: Lou McNicoll, Director of Public Works
Bob Maxey, Parks Director
Ed Hunter, Assistant State Highway Engineer

RA:ee

TO: MAYOR AND CITY COUNCIL

FOR COUNCIL MEETING OF: 4/7/80

THRU: RALPH HANLEY, CITY MANAGER R.W. Hanley AGENDA ITEM NO.: 5i

FROM: ROBERT L. MAXEY, DIRECTOR R Maxey
REGIONAL PARKS AND RECREATION AGENCY

SUBJECT: WALLACE MARINE PARK BRIDGE REPLACEMENT PROPERTY

ISSUE:

The State is preparing the final Environmental Impact Statement for the Center and Marion Street Bridge Project. The proposed improvements will require .6 acres of right-of-way through Wallace Marine Park. Direction needs to be given on how this land can best be replaced.

BACKGROUND:

In the Center and Marion Street Bridge Project, .6 acres will need to be acquired by the State. Since the park was partially developed with Land and Water Conservation Funds, any land taken must be replaced "at least equal fair market value and of reasonably equivalent usefulness and location". In 1978, staff developed a preliminary master plan for Wallace Marine Park, focusing on solving the problem of a new entrance road to the park. A relocated entrance road is recommended by the Parks and Public Works staffs. This preliminary master plan has not yet been reviewed in total with City Council.

Development of a final master plan for Wallace Marine Park is funded for completion prior to June 30, 1980.

FACTS AND FINDINGS:

1. All parties concerned, including the general public, recognize a very difficult traffic congestion problem exists at the existing entrance to Wallace Marine Park. Funds are being requested in 1980-81 fiscal year budget to acquire properties to relocate the entrance road. Source of these funds would be the $3.5 million General Obligation Parks Acquisition Fund.

2. Salem's Public Works Department has determined that the Glen Creek Road access to Wallace Marine Park would best serve the traffic needs.

3. Three basic priorities for land replacement would serve the requirements of the Heritage Conservation and Recreation Service (HCRS) and the City, and are listed in priority order:

   a. acquiring the land necessary for a new access to Wallace Marine Park opposite Glen Creek Road
   b. purchasing a suitable parcel somewhere else on the perimeter of Wallace Marine Park
   c. buying an appropriate parcel adjacent to another city park

4. State Department of Transportation personnel await direction from the City relative to land replacement and would like to determine their specific involvement in completing that transaction. A firm commitment to this end is necessary prior to HCRS writing off on the Environmental Impact Statement.

RECOMMENDATION:

City Council authorize staff to approach the appropriate property owners to bring ab dedication of Glen Creek Road from Wallace Road easterly to the park boundary, and t acquire the necessary property for extension of that road into Wallace Marine Park. Council also authorize staff to open discussions with SouthernPacific Railroad to bring about an improved access through the trestle currently separating the boat basin from the major park property.

RLM:mm
3/27/80
Ward 8
Attachment

PROPOSED NEW PARK ENTRANCE

WALLACE RD

MOHER LANE

YEALL LANE

BEAR CREEK RD

TAYLOR RD

S.P. RAILROAD

MERIDIAN LANE

CITY LIMITS

ELDERLY HOUSING

PARK BOUNDARY

FIELD GAMES & BALLFIELDS

STATE LAND OVERFLOW PARKING

P

restrooms

BOAT LAUNCH

GROUP PICNIC

CENTER ST BRIDGE

MARION ST BRIDGE

ORCHARDS

SLOUGH

SHELTER

chemical restrooms

BALLFIELDS

SHELTER

SHELTER

POND

POND

TRAILS

CITY LIMITS

PARK BOUNDARY

TRAILS

SLOUGH

PROPOSED SWIMMING AREA

WILLAMETTE RIVER

N

ORIENTATION

REGIONAL PARK and RECREATION AGENCY
OF THE MID WILLAMETTE VALLEY

PRELIMINARY
master plan expansion
wallace marine park

tek

tek

RECOMMENDED ____ DATE

APPROVED ____ DATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

In Reply Refer to
File No.

April 9, 1980

Pieter Dykman
Research Coordinator
Environmental Section
412 ODOT Building
Salem, OR 97310

Dear Mr. Dykman:

RE: Willamette River (Center and Marion Streets)
Willamina-Salem Highway, Marion and Polk Counties, Oregon

We have been asked to supplement our earlier comments, dated July 24, 1979, on the Cultural Resources Report carried out to assess the impact of the above-mentioned project on historic properties and archeological sites eligible for inclusion in the National Register of Historic Places.

This will confirm that, in our opinion, the design alternative selected (Alternative 3) will not adversely effect the Andrew T. Gilbert House or Marion Square Park, properties which are potentially eligible for inclusion in the National Register. Further, we concur that, because of prior land disturbance and other factors, an archeological reconnaissance is not required as a prelude to construction.

Since the date of our earlier letter concerning this project, the Wilson-Durbin House, a Rural Gothic dwelling at 434 Water Street dating from the early 1860s, has been identified as potentially eligible for inclusion in the National Register. Elsewhere in the project area are properties which have been discussed because of their cultural interest. These include the remodeled late 19th century commercial building at 345 Commercial Street and nine one-story frame cottages of similar design and date of construction, c. 1930. In our view, the last-named ten properties do not presently meet the criteria of the National Register. In any event, we believe that the proposed project will not affect any of the properties named in this paragraph, nor will it affect the proposed Commercial Street Historic District, a block-and-a-half south of the Center Street Bridge.

In our opinion, neither the Center Street Bridge nor Marion Street Bridge presently meet the criteria for the National Register.

Thank you for the opportunity to offer these comments. We hope they will be helpful.

Sincerely,

D.W. Powers III
Deputy State Historic Preservation Officer

DWP/EWP:ko

WILLAMETTE RIVER BRIDGES
(Center and Marion Street Bridges)
Salem-Willamina Highway, ORE 22
Marion and Polk Counties, Oregon

4(f) Statement

Basis for 4(f) Statement

The proposed Willamette River Bridges project will affect property in Wallace Marine Park, one of four large urban parks in the City of Salem. Highway projects which affect public recreation lands must satisfy the requirements of Title 23, U.S.C., Section 138, which states:

> Sec. 138 Preservation of Parklands
>
> It is hereby declared to be national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After the effective date of the Federal-Aid Highway Act of 1968, the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site, of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.

Furthermore, Wallace Marine Park has received funding for recreational facility improvements under the Land and Water Conservation Fund Act (L&WCF) of 1972 (P.L. 88-578, 16 U.S.C. 460). Section 6(f) of the act provides in part that:

> No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be coverted to other than public recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the

then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

Description of the 4(f)/6(f) Properties

Wallace Marine Park, which is owned and operated by the City of Salem, contains 58.31 acres. It extends along the west bank of the Willamette River from just south of the bridges for about a mile to the north; but it has approximately 7200 feet of shoreline, depending upon river levels. Park width varies between 300 and 600 feet over much of that length (see Figure 1).

Abutting the park to the southwest, the state owns a 7.5 acre parcel which is under a 25-year lease to the city, until 1993, for park purposes.* The state also owns rights-of-way under and around the existing Center and Marion Street Bridges through the park; these strips, taken together, comprise another 2 acres. While not leased to the Regional Park and Recreation Agency (RP&RA), this land also consitutes de facto parkland.

Wallace Marine Park is the smallest of four large urban parks in the Salem area. It is significant in the park system for its water based recreational activities. It is one of only two public parks on the Willamette River through Salem and the only major public park with boat launching facilities.

The park provides other recreational opportunities including: picnicking (10 tables--1.35 acres), open play area (1.5 acres), field game area (two ballfields with backstop and soccer goal posts--1.8 acres), walking trails (1,579 feet), a 300-foot swimming bay, a 0.3 acre beach, boating and water skiing on the Willamette (4-lane boat ramp), fishing, a floating dock and a horseshoe area. The park also contains paved and unpaved access roads, a parking lot and restrooms (see Figure 2). The most developed and used portion of the park is between the Marion Street Bridge and the Southern Pacific railroad trestle (see Figure 3).

Wallace Marine Park is one of the most heavily visited parks in Salem. A traffic counter at the park indicates that the average number of monthly vehicle trips to the park over the last five years is about 14,000. In the peak summer months as many as 47,000 vehicles enter the park in a month. Furthermore, these figures do not include bicycle or pedestrian acess.

Wallace Marine Park came into being in 1952 when Paul Black Wallace, a prominent Salem citizen, donated 25 acres of riverfront property to the City of Salem for park purposes. Since then the park has been enlarged by gifts and purchases to its present size.

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*Space occupied by piers and airspace around the decks is excluded. The state also reserves the right to enter and use the property as needed for bridge maintenance and construction.

FIGURE 1
WALLACE MARINE PARK:
VICNINITY MAP

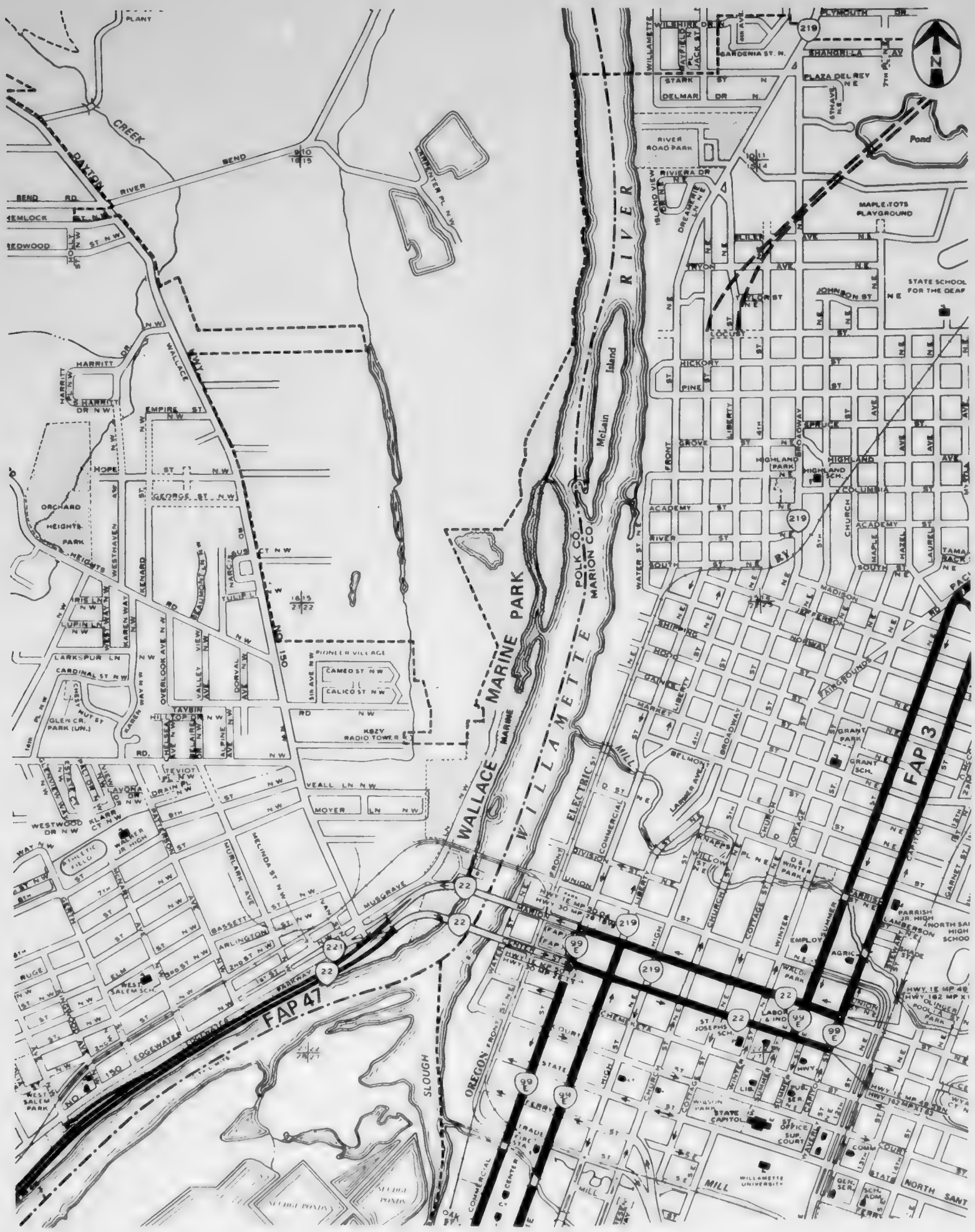


FIGURE 2
WALLACE MARINE PARK

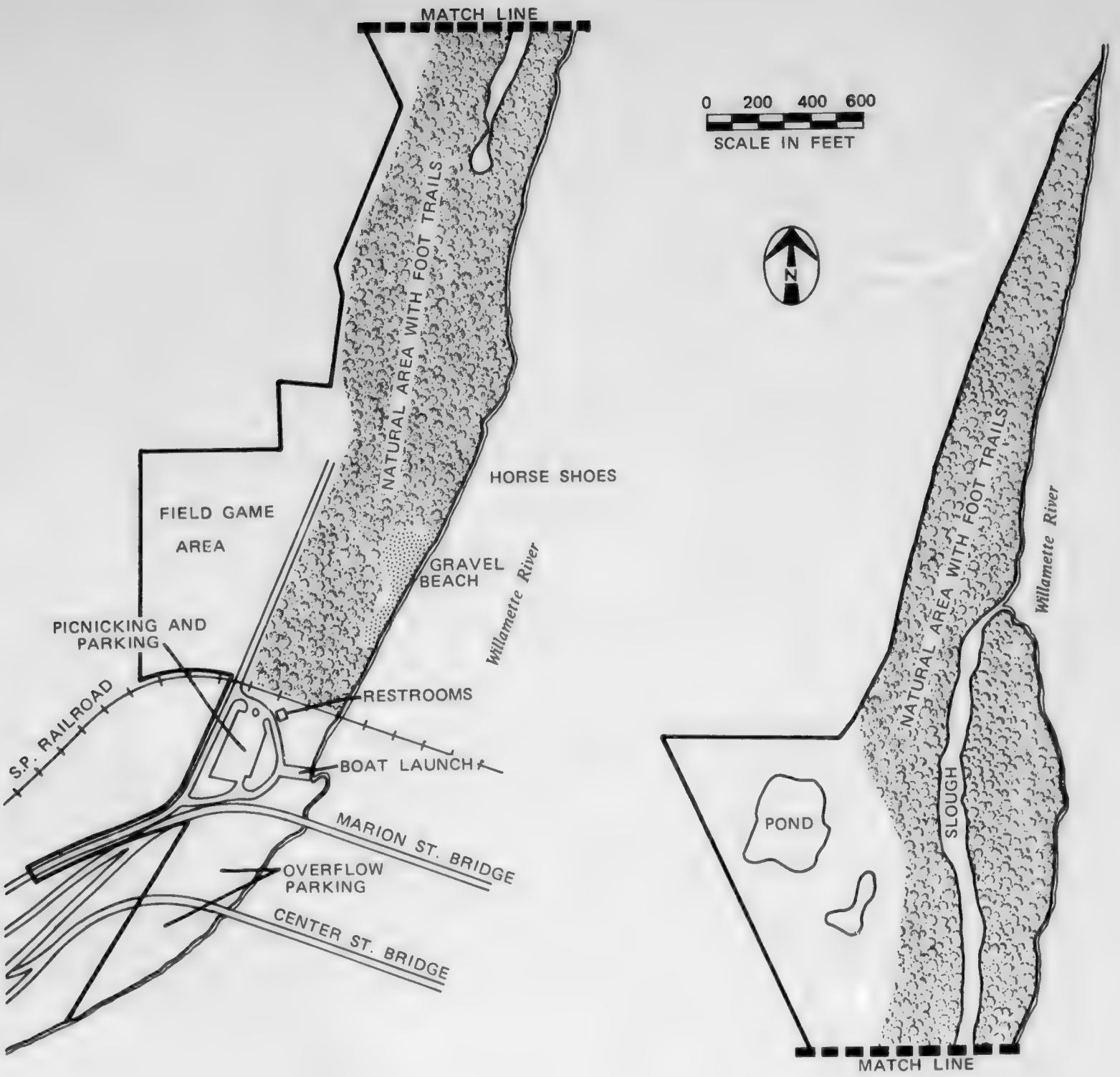
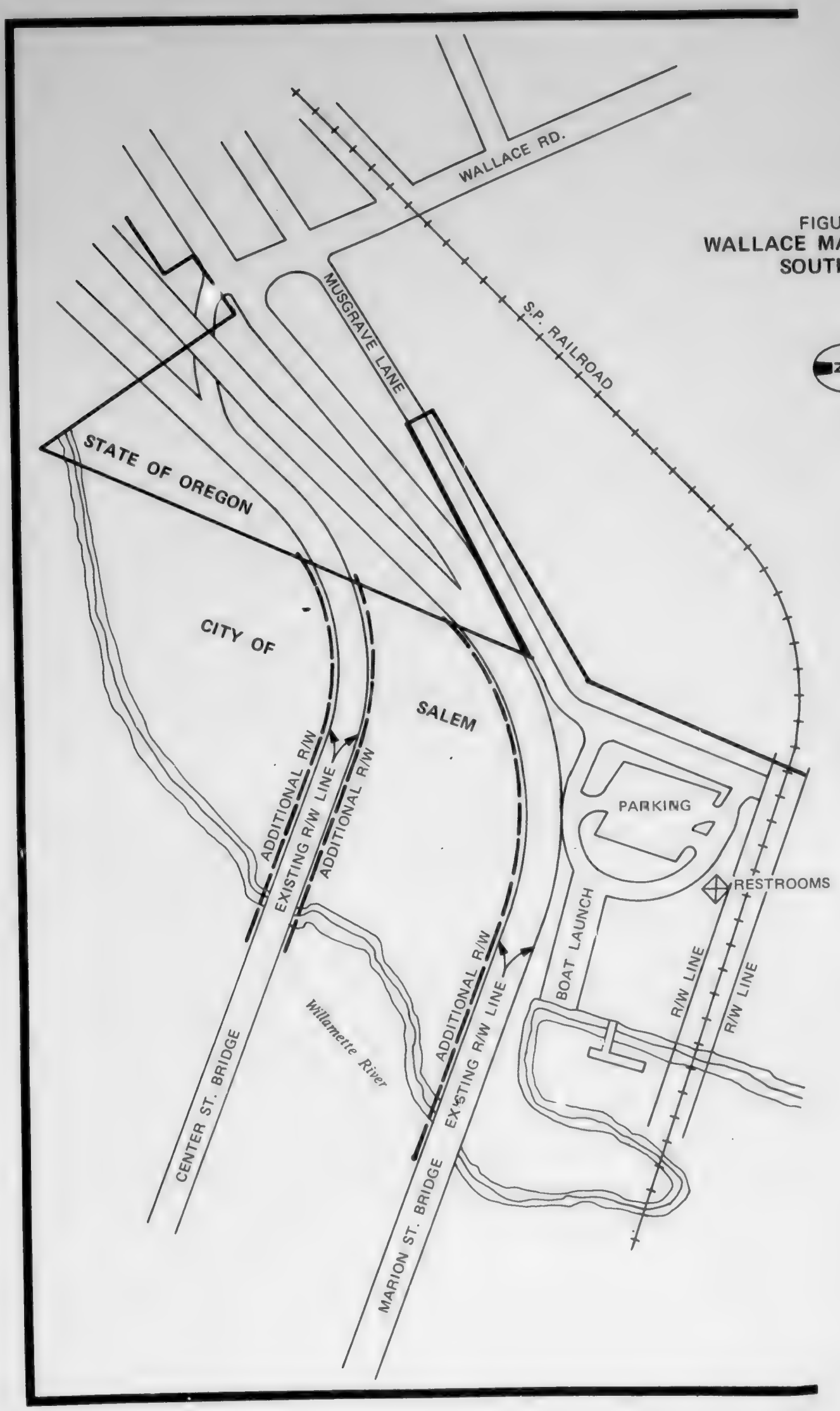


FIGURE 3
WALLACE MARINE PARK:
SOUTH END



Due to limited funds, early development in the park was modest; facilities were neither numerous nor substantial. Floods, particularly the Christmas flood of 1964, swept away or extensively damaged much of the early development. In 1966 the reconstruction project between the railroad and the Marion Street Bridge began. This project was aided by a grant from the State Marine Board.

In recent years, permanent bank stabilization (concrete terracing), boat launch facilities and a courtesy dock have been added. The courtesy dock and bank stabilization were accomplished through federal matching funds from the Land and Water Conservation Fund Act of 1965 (as amended), administered by the Heritage Conservation Fund Act of 1965 (as amended), administered by the Heritage Conservation and Recreation Service of the U.S. Department of the Interior. It is this funding which necessitates the Section 6(f) coordination required on the project. State Marine Board funds were also used for this development.

While regional access to the park is relatively convenient by all modes of travel, the specific vehicular access to the park is beset by traffic problems. Musgrave Lane, a two-lane city street, provides the only access to Wallace Marine Park from the street network, and Musgrave Lane has several traffic-related difficulties. In addition to serving both park and commercial access needs, Musgrave Lane meets Wallace Road very close to the west end of the Marion Street Bridge. In the other direction on Wallace Road, an at-grade railroad crossing introduces a hump in the road which reduces both sight distance and vehicle storage in the left-turn refuge for Musgrave Lane. Wallace Road in the vicinity of Musgrave Lane has 4 lanes and an ADT of 17,200, and Musgrave Lane traffic wishing to enter Wallace Road is regulated only by stop sign.

During periods of peak demand, traffic tie-ups on Musgrave Lane are very common. Park traffic then interferes with commercial access. Since much park traffic involves boating, boat trailers can further aggravate the situation. Left turns onto Wallace Road are especially troublesome.

Future plans for the park include the provision of a new access to the park from Wallace Road in the vicinity of the present Glen Creek Road intersection. With the provision of a new access, Musgrave Lane would be dead-ended at the park boundary.

Description of Project and Relationship to 4(f)/6(f) Land

The proposed project would replace the existing Center Street Bridge with a wider structure, and it would widen the present Marion Street Bridge. From a traffic standpoint, two 4-lane structures are needed to adequately handle present and/or 20-year projected traffic. The Center Street Bridge, a 2-lane structure whose piers date from 1917-18 and which has structural limitations for widening, would be replaced by a new structure capable of handling four traffic lanes and a two-way bicycle-pedestrian facility. The Marion Street Bridge, which dates from 1952 and which is both sound and serviceable, would be widened. This would have consisted either of widening both sides of the existing deck to an overall width of 3 lanes under Alternative 2, or, under the selected alternative, a parallel 2-lane structure would be built abutting the existing 2-lane structure resulting in a 4-lane bridge.

Alternatives

Three alternatives were evaluated in the draft evironmental impact statement; they were:

1. No-Build,
2. A 4-lane Center Street Bridge and 3-lane Marion Street Bridge,
3. Two 4-lane Bridges.

Other alternatives, none of which totally avoided parkland, had been examined and rejected prior to the DEIS:

1. A new, third bridge in another corridor.
2. A large, perhaps 8-lane, central bridge between the existing two,
3. Two 2-way bridges--Center having 4 lanes, Marion having 3 or 4 lanes.

The concept of a third bridge in a new corridor was especially attractive to the community, but, after a lengthy study in 1974, none of the six alternative corridors evaluated proved suitable. All would have had very substantial environmental and monetary costs. All involved potential conflict with parks and/or historic structures. And these corridors would have bisected established neighborhoods causing severe social disruption. Hence community support failed to materialize behind any one corridor (refer to pp. 3-5 in FEIS).

Of the alternatives advanced in the DEIS, Alternatives 2 and 3 required land from Wallace Marine Park. Since the bridges presently cross the park and since an alternative corridor is not available, any widening of the bridges cannot avoid park encroachment and related effects. Such effects would be both short-term (temporary construction-related impacts) and more permanent. Of the two, the former would be more substantial, in fact long-term impacts would hardly be noticeable.

For these reasons, there are no prudent and feasible alternatives to the use of park land.

Impacts on 4(f)/6(f) Properties

As indicated above, park effects would be both short and long-term in nature. Included under short-term effects are: intermittent park and boat ramp access detours and delays; construction easements (the total area south of the Marion Street Bridge--about 9 1/2 acres--would be closed off for the duration of the project, or about two years), minor loss of parking, loss of accessible gravel beach during lower summer water conditions, noise, vibration, dust and turbidity. These short-term, intermittent impacts would affect and would somewhat reduce the recreational utility of the park. However, with the completion of the project these impacts would cease.

Long-term adverse impacts would be less noticeable: removal of some woody vegetation; loss of some additional air space, and ground cover with greater deck overhangs in both the leased property and the strips of bridge

right-of-way; a small additional area to be taken up by bridge piers; and 0.6 acres required for right-of-way from park property, though nearly all of this land would remain usable as de facto parkland.

While Alternative 3, four-laning the Marion Street Bridge, would require slightly more park land, it would have considerably less construction disruption than Alternative 2. Converting Marion Street Bridge to 4 lanes would involve building a new 2-lane structure upstream (south, away from the majority of park activity). It would leave the existing structure intact, except for connecting the new bridge with the old.

Widening the existing structure to 3 lanes as proposed by Alternative 2 would have involved some demolition--the present curbs, sidewalk, rails and overhang girders would have been removed from both sides of the present deck, new wider girders would have been added and the deck would have been widened. Work would have been done to both sides of the bridge, especially the downstream (north) side which overhangs the access road and the boat ramp loop (though both are located partially on bridge right-of-way). With all of the overhead work under Alternative 2, additional parkland would have had to be closed off in the interest of public safety.

Hence Alternative 3 would eliminate the need for short-term adjustments to the access road and boat ramp loop and to the parking lot. It would require less land under construction easement and there would be less immediate noise, dust, vibration, and distraction; it would also be safer. It should further be recalled that though Alternative 3 would need 0.22 acre more right-of-way, the Section 6(f) provisions covering this project require the lost parkland to be replaced with land of equal value and utility. Finally, with the selection of Alternative 3, no formal park facilities or improvements will be displaced.

Basis for Selection of Proposed Alternative

Alternative 3 (two 4-lane bridges) has been selected since it is the only alternative which satisfies the needs and the goals of the project: namely the provision of adequate river crossing capacity for 20 years. Alternative 3 was favored at the public hearing for the same reason.

Alternative 3 also supports the Salem comprehensive plan by permitting planned growth in West Salem; it provides greater operational flexibility for possible future developments such as HOV lanes; and it has less construction impact upon traffic and upon the park.

Minimization of Harm

Several measures will be taken to minimize harm. Above all, selection of Alternative 3 as the preferred alternative will considerably reduce short-term impacts--impacts which would have a greater affect on the recreational utility of the park during the construction period.

The project has been and will continue to be extensively coordinated with the Regional Parks and Recreation Agency (RPRA). An effort has been made to see and to treat prospective park impacts through their perspective and they will be consulted before any changes affecting the park are undertaken.

Project construction activities will be confined to state land as much as possible. The minimum construction easement will be sought which is consistent with project needs--especially for safeguarding the public from the hazards of overhead construction. Additional right-of-way being sought will be kept to a minimum. The Division will seek about 15 feet of right-of-way beyond the dripline of the structure. This is below Division standards but the quantity of land is being reduced to hold down park impacts. Fifteen feet is the minimum thought necessary to insure access for bridge maintenance. It would also establish a border beyond which park structures and improvements could not be constructed. In other respects, however, the property would remain open for de facto park use.

Vegetation will be preserved as much as is practicable. Woody vegetation will only be cleared as is required for the placement of structures and components. Any landscaping which is removed will be replaced.

Surplus fencing, gravel, asphalt and so on may be made available to the RPRA upon project completion for their own use--likewise for access roads under and around the bridges.

While temporary delays may be necessary to move project equipment and materials onto or off the project site, such delays will be kept to a minimum. Maintaining unimpeded public access to the park will be given high priority.

Effort will be made to avoid periods of maximum park use--weekends, holidays, mid-summer--when scheduling various potential conflicting construction activities. Much of the instream bridge work will have to be conducted during the summer, however, due to fisheries safeguards and access restrictions during other periods.

Mitigation of Unavoidable Adverse Impacts

Replacement Lands

Since Alternative 3 has been selected for advancement, 0.6 acre of parkland will be required from Wallace Marine Park (see Figure 3). Land required by the proposal will be replaced with land of at least equal fair market value and of reasonably equivalent usefulness and location.

Under the most favored replacement scheme, replacement land would contribute to the implementation of a proposed new access, which is part of the approved park master plan. The new access will considerably enhance future park operations for years to come, and it will be a fundamental part of allowing the City of complete its new master plan for the park.

Priority for Replacement Land

During an on-site meeting on June 13, 1979, three priorities for a land replacement scheme were agreed on by HCRS, RPRA, FHWA, OSHD, and Oregon State Parks. In order of preference they were: 1) to purchase part of the land, or to assist in purchasing the required land for a proposed new access to Wallace Marine Park opposite Glen Creek Road (see Figure 4), 2) to purchase another suitable parcel somewhere else on the perimeter of Wallace Marine Park, or 3) to purchase a suitable parcel abutting another RPRA facility in Salem.

A March 26, 1980, meeting between OSHD and the City of Salem, including the Regional Parks and Recreation Agency and the City Public Works Department, reaffirmed the City's commitment to the priorities previously established. While priority number 1 would be the most difficult to accomplish, it was agreed that it would be the most useful scheme in terms of contributing to City goals, the park, and to park usage. Hence, priority 1 is the most suitable 4(f)/6(f) mitigation proposal.

Research for this project indicates that land is readily available on the perimeter of Wallace Marine Park. Like the parkland required for bridge right-of-way, potential replacement land is situated in the floodplain as well as within the Willamette River Greenway. This location, coupled with restrictive zoning, severely restricts potential use of the land, making it virtually undevelopable and usable outright only as recreation/open space/park land or for agriculture. Another significant potential use (under variance), gravel extraction, has also been limited. No initiation or expansion of such operations will be allowed beyond present activities due to proximity of residential development and the Willamette River Greenway corridor. Hence, a random sampling of potential sellers indicated that most were willing to sell their ownerships in the floodplain.

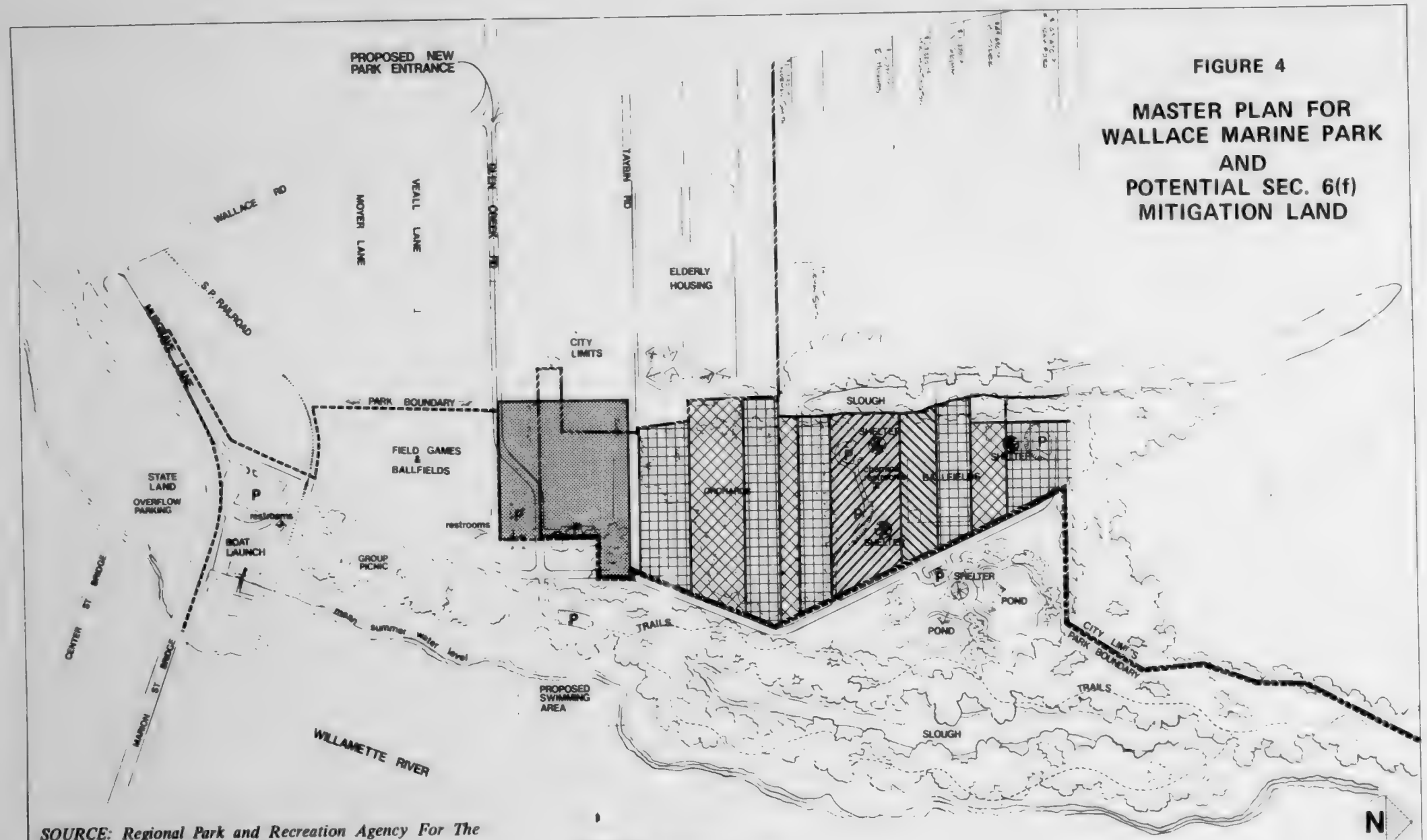
On March 26, 1980, the city, RPRA, and OSHD further agreed to set the process for accomplishing priority number 1 into motion. A staff report requesting specific action for acquiring the new access, as well as the adjacent floodplain property to the north, went to the City Council on April 7, 1980. The new park master plan had been previously approved by the council. Commitment was given to purchase the proposed property as soon as the mechanics can be worked out.

Meanwhile OSHD will set aside project funds to be deposited with the City of Salem property acquisition fund within one year of the beginning of bridge construction in an amount equal to or greater than the amount of the appraised value of the park land required for construction of Alternative 3. These funds will then be used by the City to acquire the property (or to be credited to that account if the land is already purchased) from the parcel adjacent to the park which is to be used as park access only (see Figure 4). This commitment as described in the FEIS and the agreements required by Section 6(f) of the Land and Water Conservation Fund Act will be fully coordinated as required with RPRA, HCRS, FHWA, OSHD, and Oregon State Parks.

Despite the enthusiasm for priority 1, however, it still has a number of hurdles to clear. For OSHD the problem is the prompt advancement of all phases of the new access proposal, and the ability of the department to mesh its requirements and time tables with the City's needs.

FIGURE 4

MASTER PLAN FOR
WALLACE MARINE PARK
AND
POTENTIAL SEC. 6(f)
MITIGATION LAND



SOURCE: Regional Park and Recreation Agency For The Mid Willamette Valley, July, 1978

NOTE: The master plan is in error at the southern end of the park. The City of Salem owns parkland between the Center and Marion St. Bridge corridors and south of the Center St. Bridge. See park property lines in Figures 2 & 3.

PRIORITY NO. 1

PRIORITY NO. 2 WILLING, DEPENDING UPON PRICE

PRIORITY NO. 2 UNABLE TO CONTACT

Should priority 1 fail, priority 2 appears easy to accomplish. As was indicated above, other land similar to the required park land is readily available. Such land of comparable value and function will then be purchased by OSHD and donated to the City and RPRA as a park addition. Again, this commitment will be fully coordinated with RPRA, HCRS, FHWA, OSHD, and Oregon State Parks.

Because of the strong commitment to priority 1 and the apparent ready availability of priority 2 as a backup, priority 3 is no longer being considered.

Mitigation of Construction Impacts (Temporary)

The more noticeable effect upon the park resulting from the proposed project will be construction impacts. While more obvious, these impacts are temporary and they will be mitigated to the extent practicable.

Public Safety--Fencing of Property/Signing. For the duration of the project, fencing will be installed along the northern side of the Marion Street Bridge extending from the river to the bridge abutment. While this fencing will deny public access to park lands and leased lands south of the bridges, the fencing is considered imperative for park user safety. It will keep the public out of the work area, and it will keep the contractor out of the park area. With all of the overhead structural work which is anticipated, this separation will not be compromised. Though the public will lose some access, this portion of the park and the leased land have an overflow function, serving primarily for additional parking and additional gravel beach access when developed areas are full. No development exists in the area to be closed off (see Figure 3).

From the beach to the other side of the river, and along the beach, signing will be installed warning the public against trespass into the construction zone. Navigation aids for pleasure boaters will also be used as appropriate to direct boaters to open crossing areas under the bridges, as needed.

Preservation of Vegetation. The contractor will be required through special provisions in the contract specifications to preserve and protect all trees in the construction zone from damage from equipment operations, parking, and storage of materials. The drip-line of the trees will prescribe the minimum zone of protection. Only those trees which originate inside the area to be occupied by the widened structures will be removed. This determination will be made by the project engineer after consultation with the parks department.

Upon completion of construction activity, the contractor will be required to regrade the construction site into pleasing contours. Any topsoil previously stripped and stockpiled will be spread during this activity. Seeding and mulching will be required and the area will be returned to its preconstruction, park-like setting. Parking areas and/or landscaping may also be provided upon completion of the contract, if RPRA and OSHD desire gravel overflow parking areas or similar features in the former construction zone.

Removal of Material. Construction material, forms, temporary fencing, old bridge piers and debris from deck removal, and any other such items will be removed by the contractor after construction. Such material will either be used elsewhere or it will be suitably disposed of by the contractor.

Detours, Construction Activities, Other Inconveniences to Park Users. As indicated in the "Replacement Lands" discussion, a new access to the park is proposed and anticipated by the time bridge construction begins. This access would considerably relieve much of the potential construction-related park impact, if it is in service.

If the new access is not in operation, all park access will be as it is now, by way of Musgrave Lane. The very close proximity of Musgrave Lane to Marion Street Bridge (part of the edge of the former is situated under the edge of the latter, see Figure 3) will make some park user/construction conflict unavoidable, but no problems are anticipated. Measures will be taken to minimize such conflict. On the ground, fencing will be run between the edge of the structure and the edge of Musgrave Lane. Since Alternative 3 has been selected, all construction activity will be on the south or far side of the bridge, approximately 28 feet inside the fence at its closest point to Musgrave Lane.

Even with the new acces a similar proximity problem is found at the exit loop of the boat ramp. Again, the edge of the exit road extends under the Marion Street Bridge drip-line, and, again, the solution will be provided with fencing as described above. It should be noted that in both instances park facilities extend onto highway right-of-way by as much as 15 feet (see Figure 3, and Figure 26 of FEIS).

Another source of conflict which would be aggravated by the lack of a new access will be contractor access to the construction site mingled with park traffic on Musgrave Lane. Any extraordinary access requirements by contractor equipment, new bridge members, materials, or other activities that might disrupt park usage will be the subject of special contract provisions that will prevent such activities during peak use hours, subject to approval of the project engineer.

If the new access is in operation, as is now scheduled, these potential conflicts would be largely prevented.

Conclusion

This document concludes that 1) there are no prudent and feasible alternatives to using parkland and 2) all planning to minimize and mitigate adverse impacts has been accomplished by means of land replacement and appropriate construction features.

In support of the determination that there are no prudent and feasible alternatives to using parkland, it should be recalled that:

1. Six alternative corridors were investigated early in project development and rejected due to excessively high monetary and environmental cost (right-of-way, community disruption, noise, etc.), unavoidable additional involvemment with parkland and/or historic properties, and lack of community support for any one corridor, among other reasons;

2. Other alternatives rejected in the existing corridor did not avoid parkland;

3. No-Build does not satisfy project needs: traffic loading and demand, safety, obsolescence of bridge, planned growth;

4. The existing bridges cross park property, hence the selected alternative--widening the bridges--cannot avoid park property.

Supporting the conclusion that all planning to minimize and mitigate harm has taken place are:

1. Replacement land provisions, including priorities for accomplishing goals, and

2. Construction impact mitigation proposals, including:

   a. Public Safety--fencing and signing,
   b. Preservation of vegetation,
   c. Removal of material, and
   d. Mitigation of detours, special construction activities and other inconveniences.

The City of Salem and the Regional Parks and Recreation Agency participated in the preparation of this document, and they concur in its findings. They will continue to be involved through the design and construction of the project.

SECTION 4(f) COORDINATION

4(f)/6(f) CORRESPONDENCE

1. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 10-18-79.

2. U.S. Department of the Interior, Washington D.C., 1-17-80.

3. U.S. Department of the Interior: Heritage Conservation and Recreation Service, Seattle, 4-3-80.

4. City of Salem City Manager's Office, Salem, 4-9-80.

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
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X-Ref. 41-00732
41-00871
NW 100

OCT 18 1979

Mr. Gary A. Potter, Manager
Environmental Division
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

In response to your October 2, 1979 letter, we have reviewed the preliminary draft Environmental Impact Statement for Willamette River (Center and Marion Street) bridges, Willamina-Salem Highway (ORE-22), City of Salem, Oregon. The following comments are provided as technical assistance and reflect the opinions of this Regional Office and do not necessarily represent the views of the Secretary of the Interior. Official Departmental comments will be provided when requested by the Secretary of Transportation.

Comments

As this Service has primary Department of the Interior responsibility for matters dealing with recreation and the preservation of cultural (e.g., historic or archeological) resources, we have limited our comments to these areas of expertise.

Recreation

After assessing the information presented in the preliminary draft report, we believe the document adequately deals with the recreation features of the project. We agree the project will not impact Marion Square Park, or Edgewater Parkway for purposes of Section 4(f) of the D.O.T. Act as amended. We also agree that project impacts on Wallace Marine Park will constitute a "use" of that facility as defined by Section 4(f) and that a Section 4(f) Determination per D.O.T. Order 5610.1C will be necessary. From information presented, it would appear that there are no feasible and prudent alternatives to the use of land from Wallace Marine Park and that the proposed mitigation will be adequate, thus satisfying both provisos of Section 4(f). The document also correctly addresses the need to provide replacement land for park land taken by the highway project as required by Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. 460). The proposed land replacement program would appear to satisfy Section 6(f) but because no specific lands have been identified and no formal request for land

conversion and replacement have been submitted, we will withhold judgement on the adequacy of the Section 6(f) matter. Formal request to use the land covered by Section 6(f) should be directed through the Oregon State Liaison Officer, Mr. David Talbot, State Parks Superintendent, 525 Trade Street S.W., Salem, OR 97310.

Inasmuch as the Department of the Interior has a coordination responsibility on 4(f) matters and must authorize a 6(f) conversion, we expect to have the opportunity to review the Section 4(f)/6(f) statement in draft before preparation of the final environmental statement in order to satisfy consultation requirements.

Cultural

In general, we agree the proposed project will not have an adverse effect (CFR 800.3) on cultural property within the project area. The procedures being followed for the identification of cultural resources and the assessment of impacts appears adequate. The final environmental statement, however, should document the consultation with the State Historic Preservation Officer and the Advisory Council on Historic Preservation (Section 106 of National Historic Preservation Act) on the cultural matters discussed. The recommendations of either of these entities should also be included in the final statement.

In addition, Cottages, 440, 448, 462, and 468 Water Street and the commercial building at 345 Commercial Street N.E. should be examined to determine if the project will produce an adverse effect. If an adverse effect is identified, then a determination of the structure's local historical significance . . . "as determined by the Federal, State or local officials having jurisdiction thereof," . . . (Section 4(f), DOT act as amended) should be made. If the structure is found to be locally significant by the appropriate local official, then Section 4(f) will apply to these structures as well.

We appreciate the opportunity to have reviewed this document in the preliminary stages and hope our comments have provided assistance. We have no objection to including this letter with the Draft Environmental Statement as evidence of your early coordination on these matters.

for Maurice H. Lundy
Regional Director

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

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SECTION

ER 79/1091

JAN 23 1980

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Info | Invest | R/D | D/R | Sign | Act

Referred to: JAN 17 1980
Proj. Coord. Tom
Eng. Coord.
Sec.
Manager
Res. Coord.
Adm. Asst.
File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.W.
Salem, Oregon 97301

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina-Salem Highway (SR-22), Marion and Polk Counties, Oregon.

NOTED
E. S. HUNTER

SECTION 4(f) COMMENTS

Recreation Resources

While discussions regarding the first proviso of Section 4(f) could be strengthened, we concur that there appears to be no feasible and prudent alternative to achieving the transportation objectives of the proposed project without impacts to park and recreation sites in the area.

With respect to the second proviso of Section 4(f), the statement is deficient in discussing specific measures to minimize harm to recreation resources. For instance, in discussing the impact of the proposed project on Marion Square Park, the statement clearly points out (p. 41) that the build alternatives would increase noise, hinder access, remove parking and make public restrooms less accessible, chiefly during summer months, the period of peak park use. Therefore, we do not agree with the statement (page 45) that a Section 4(f) determination for Marion Square Park is not necessary. In accordance with the Ninth Circuit Court of Appeals decision (Brooks vs. Volpe; #71-1908), we recommend that a Section 4(f) statement be prepared for this involvement. The statement should reflect the results of coordination with the Salem Park and Recreation Department (SPRD) and the Regional Parks and Recreation Agency (RPRA) relative to such measures to minimize harm as they deem appropriate to maintain the park's integrity and usefulness.

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As to Wallace Marine Park, the statement correctly addresses the need to provide replacement land of reasonably equivalent utility and location for the portion which will be taken from the park, in accordance with the provisions of Section 6(f) of the Land and Water Conservation Fund Act (L&WCF). Although different parts of the text identify some of the proposed measures to minimize harm to Wallace Marine Park, a consolidated list of all measures, which are planned in consultation with SPRD and RPRA, should be enumerated in the final 4(f) statement. We recommend that, in particular, landscaping be extensively undertaken on the park properties as a means to help absorb and muffle the increased noise levels.

Cultural Resources

We are concerned with the statement at the bottom of page 34 that the cottages on Water Street contribute to the architectural variety and period of quality of the area, but do not possess historic significance entitling them to protection under Section 4(f) or Section 106 of the National Historic Preservation Act. Properties of local and/or State significance are protected under Section 4(f). Therefore, FHWA initially should consult with the State Historic Preservation Officer, the local officials with cultural resources expertise and/or historical societies or academic institutions having expertise with regard to such properties for a determination of the State or local historical, architectural, or cultural significance of the properties. If they are found significant, supplemental Section 4(f) information should be added to the statement necessary to make a determination for the two provisos of Section 4(f). (Reference: DOT ORDER 5610.1C, Attachment 2, Items 4 and 5).

With respect to the project's involvement with the other identified cultural resources, we concur with the finding of no adverse effect and, for this case, the non-applicability of Section 4(f) to them.

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

Descriptions of fish and wildlife resources are generally adequate. However, we believe that the impacts of project alternatives on these resources warrant improvement.

Page ix, Impact Summary-Biology: It is stated that 58 percent of the land that would be affected by construction activities has some wildlife value, and that 1.8 acres of this habitat would be permanently lost. However, in the section on Biology (beginning on page 28), the value of this habitat to wildlife is not discussed, nor are the species using it. It would be helpful to include representative species of each animal group mentioned, and the value of the habitat to these species (i.e., food sources, nesting areas, cover, etc.). The impact of the loss of this habitat should then be better evaluated and discussed.

Page 25, par. 6: This paragraph states that riparian land would be temporarily degraded and low vegetation destroyed. No mention of revegetation is made either here or under the Mitigation section on page 26. All disturbed areas should be replanted with species of grasses, forbs, shrubs, and/or trees that have high values as food and cover for wildlife. Information concerning revegetation should also be included in the Mitigation section.

Page 27, Item 8: The wetlands to be lost and their value to wildlife should be described, rather than dismissed as being insignificant, even though a small area is involved.

Page 31, par. 3: See the comments for page ix. Also, a brief discussion of impacts to wildlife should be included.

Page 31, Item 6: It is stated that no threatened or endangered fauna would be affected by the project, but no documentation is given as to how this was determined, nor are threatened or endangered flora mentioned. Compliance with Section 7 of the Endangered Species Act, as amended, should be indicated, including sources of information.

Page 32, par. 1: It is stated that landscaping would be done after project completion, which may more than offset impacts to wildlife. To aid in accomplishing this, plants which have high value as food and cover for wildlife should be planted in preference to purely ornamental species. Revegetation should be coordinated with the Oregon Department of Fish and Wildlife, the Soil Conservation Service and the U.S. Fish and Wildlife Service.

Other Interrelated Federal Permits

The statement identifies the need, at a later date, for permits for construction activities in the Willamette River and provides some information about this work. Such permits would be issued by the U.S. Coast Guard and the Corps of Engineers pursuant to their respective authorities under Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500. The permit applications will be reviewed by the U.S. Fish and Wildlife Service (FWS) pursuant to the Fish and Wildlife Coordination Act. In its review, FWS may concur, with or without stipulations, or object to the proposed work depending on site-specific information available with the application.

FWS advises that its tentative position, based on current information, would probably be to concur to issuance of the permits with stipulations for work in the river and the use of wetlands. Should detailed site-specific information now be available, FWS would be pleased to cooperate and coordinate with you, the Oregon Department of Transportation, the Oregon Department of Fish and Wildlife, the U.S. Coast Guard, the Corps of Engineers, and any other involved State/local agency in resolution now of all factors, including stipulations relating to the needed permits, so that this information may be included in the final statement. Indeed, we think it essential that this additional "scoping" be carried out now to comply with the views of the Secretary of Transportation as expressed to the Secretary of the Interior.

Borrow/Spoil Operations

We note the commitment to dispose of dredged spoil on land. No mention is made of borrow to protect bridge piers and for other project needs. The statement should identify designated areas for muck disposal (i.e., spoil areas) and for the borrow material. Other sections of the statement should (1) describe the existing environmental setting of the spoil/borrow areas under pre-project conditions; (2) evaluate the impacts of the spoil/borrow operations on the flora, fauna and cultural resources; and (3) discuss the mitigation measures to be employed to lessen the impacts on the environment of the spoil/borrow operations.

Cultural Resources

We note that the State Historic Preservation Officer has approved for nomination to the National Register of Historic Places the Gilbert House, the Commercial Street Historic District and Marion Square Park. To date, this information has not been received by the Keeper of the National Register for Historic Places. (Reference: 36 CFR 60 and 800).

SUMMARY COMMENTS

If a build alternative is selected, the Department of the Interior concurs that there is no feasible and prudent alternative to the use of and impacts on some lands covered by Section 4(f).

We consider the present document deficient with respect to the second proviso of Section 4(f) -- measures to minimize harm. However, in this case, we are willing to go along with those measures which you and Oregon DOT resolve, in further consultations about this facet of the project, with the Salem Parks and Recreation Department and with the Regional Parks and Recreation Agency. Notwithstanding and contingent on Section 4(f) approval by US-DOT, you may be assured of our willingness to give timely attention to the submission of a request to this Department for the conversion to a non-recreation use of the lands in Wallace Marine Park covered by Section 6(f) of the Land and Water Conservation Fund Act.

We would be pleased to work with you on a technical assistance basis regarding our concerns. The Regional Director, Heritage Conservation and Recreation Service, U.S. Department of the

Interior, 915 Second Avenue, Seattle, WA 98174 (phone: FTS 399-4700) has this responsibility for park, recreation, and cultural resource matters. For fish and wildlife, wetland, and related elements, please consult the Area Manager, Fish and Wildlife Service, U.S. Department of the Interior, 727 N.E. 24th Avenue, Portland, OR 97232 (Phone: FTS 429-6179).

We appreciate the opportunity to review and comment on the subject statement.

Sincerely,

James H. Rathlesberger
Special Assistant to
Assistant SECRETARY

cc: Mr. Robert A. Burco
Director, Oregon State
Department of Transportation
State Highway Building
Salem, Oregon 97310

ENVIRONMENTAL SECTION
January 24, 1980

cc; E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

ER-11 79/1091
NW100

APR 3 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.W.
Salem, Oregon 97301

Dear Mr. Green:

This letter is to document consultation between Federal Highway Administration (FHWA) personnel and members of my staff regarding the draft Environmental/Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina - Salem Highway (SR-22), Marion and Polk Counties, Oregon.

On January 17, 1980 the Department of the Interior sent you a letter detailing a number of concerns involving recreation and cultural resource related matters raised during our review of the draft Environmental/Section 4(f) statement. Since that letter we have had occasion to consult with FHWA staff and have reviewed information that was not available during the drafting of the Departmental letter. We now believe that all recreation and cultural resource points raised in the Department's January 17, 1980 letter have been satisfactorily answered or dealt with.

We have also had occasion to review a preliminary draft of the final Section 4(f) statement for the subject project. We think the preliminary statement (made available to us on Apil 1, 1980) adequately covers both provisos of Section 4(f). You are reminded however that Section 4(f) concurrance does not complete consultation with this Department on matters pursuant to Section 6(f) of the Land and Water Conservation Fund Act (LWCF) (16, USC 460). We agree with the priorities for dealing with 6(f) lands as contained in the preliminary final Section 4(f) statement and will act quickly upon a request for conversion when specific project replacement lands are offered through the appropriate channels.

RECEIVED
STATE HWY ENGR
APR 8 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
APR 7 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

We appreciate the opportunity to have consulted on these matters in a timely fashion. We suggest this letter be included in the Final Environmental/ Section 4(f) statement as evidence of your coordination on these matters.

Sincerely yours,

/s/ FREDERICK J. BENDER

Maurice H. Lundy
Regional Director

cc: Mr. F.B. Klaboe, Director
Oregon State Department of Transportation
State Highway Building
Salem, Oregon 97310

April 9, 1980

Mr. Gary Potter, Manager
Environmental Section
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Gary:

The following pertains to the Wallace Marine Park Replacement Project and action of the City Council on the 7th of April to accommodate replacement of the .6 acres necessary to be taken from the existing Wallace Marine Park. You should be advised that the attached staff report was adopted unanimously by the City Council, and that administrative staff is following through on the recommendation contained therein.

In addition, staff will be preparing a construction schedule for the Glen Creek improvement that will be forwarded to you by the Public Works Department at a later date. By copy of this I am asking Lou McNicoll, Director of Public Works, to follow up on that aspect.

After you review the attached, should you have any additional questions, please call.

Sincerely,

Russ Abolt
Assistant City Manager

enclosure

cc: Lou McNicoll, Director of Public Works
Bob Maxey, Parks Director
Ed Hunter, Assistant State Highway Engineer

RA:ee

TO: MAYOR AND CITY COUNCIL

FOR COUNCIL MEETING OF: 4/7/80

THRU: RALPH HANLEY, CITY MANAGER R.W. Hanley AGENDA ITEM NO.: 5i

FROM: ROBERT L. MAXEY, DIRECTOR R Maxey
REGIONAL PARKS AND RECREATION AGENCY

SUBJECT: WALLACE MARINE PARK BRIDGE REPLACEMENT PROPERTY

ISSUE:

The State is preparing the final Environmental Impact Statement for the Center and Marion Street Bridge Project. The proposed improvements will require .6 acres of right-of-way through Wallace Marine Park. Direction needs to be given on how this land can best be replaced.

BACKGROUND:

In the Center and Marion Street Bridge Project, .6 acres will need to be acquired by the State. Since the park was partially developed with Land and Water Conservation Funds, any land taken must be replaced "at least equal fair market value and of reasonably equivalent usefulness and location". In 1978, staff developed a preliminary master plan for Wallace Marine Park, focusing on solving the problem of a new entrance road to the park. A relocated entrance road is recommended by the Parks and Public Works staffs. This preliminary master plan has not yet been reviewed in total with City Council.

Development of a final master plan for Wallace Marine Park is funded for completion prior to June 30, 1980.

FACTS AND FINDINGS:

1. All parties concerned, including the general public, recognize a very difficult traffic congestion problem exists at the existing entrance to Wallace Marine Park. Funds are being requested in 1980-81 fiscal year budget to acquire properties to relocate the entrance road. Source of these funds would be the $3.5 million General Obligation Parks Acquisition Fund.

2. Salem's Public Works Department has determined that the Glen Creek Road access to Wallace Marine Park would best serve the traffic needs.

3. Three basic priorities for land replacement would serve the requirements of the Heritage Conservation and Recreation Service (HCRS) and the City, and are listed in priority order:

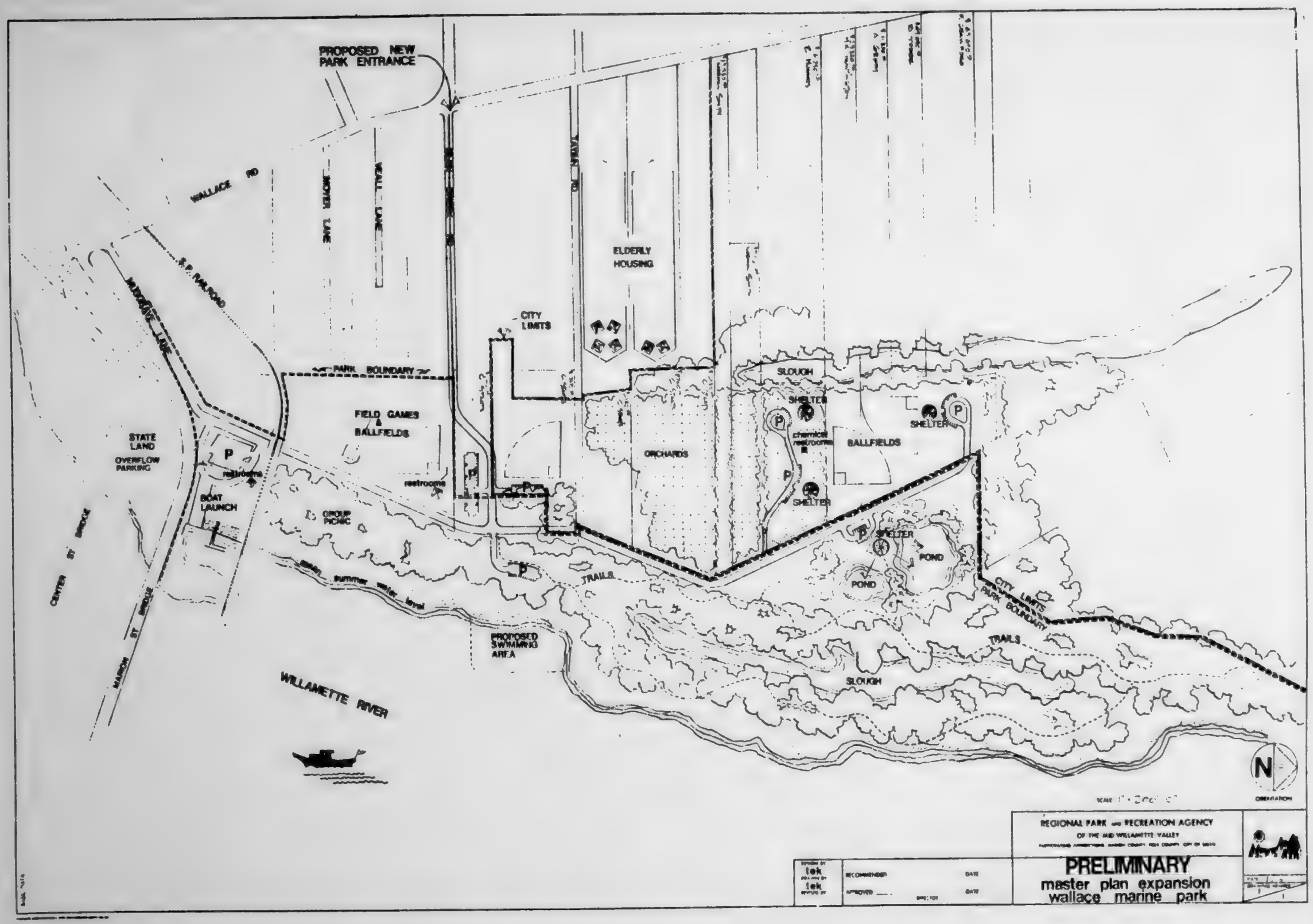
   a. acquiring the land necessary for a new access to Wallace Marine Park opposite Glen Creek Road
   b. purchasing a suitable parcel somewhere else on the perimeter of Wallace Marine Park
   c. buying an appropriate parcel adjacent to another city park

4. State Department of Transportation personnel await direction from the City relative to land replacement and would like to determine their specific involvement in completing that transaction. A firm commitment to this end is necessary prior to HCRS writing off on the Environmental Impact Statement.

RECOMMENDATION:

City Council authorize staff to approach the appropriate property owners to bring abo
dedication of Glen Creek Road from Wallace Road easterly to the park boundary, and t
acquire the necessary property for extension of that road into Wallace Marine Park.
Council also authorize staff to open discussions with Southern Pacific Railroad to
bring about an improved access through the trestle currently separating the boat
basin from the major park property.

RLM:mm
3/27/80
Ward 8
Attachment


PROPOSED NEW PARK ENTRANCE
WALLACE RD
WEALL LANE
MCKENZIE LANE
S.P. RAILROAD
MCKENZIE LANE
ELDERLY HOUSING
CITY LIMITS
PARK BOUNDARY
FIELD GAMES
BALLFIELDS
STATE LAND
OVERFLOW PARKING
BOAT LAUNCH
restrooms
GROUP PICNIC
CENTER ST BRIDGE
MARION ST BRIDGE
ORCHARDS
SLOUGH
SHELTER
chemical restrooms
BALLFIELDS
SHELTER
POND
POND
TRAILS
CITY LIMITS
PARK BOUNDARY
TRAILS
SLOUGH
PROPOSED SWIMMING AREA
WILLAMETTE RIVER
N
ORIENTATION
REGIONAL PARK and RECREATION AGENCY
OF THE MID WILLAMETTE VALLEY
PRELIMINARY
master plan expansion
wallace marine park
RECOMMENDED
DATE
APPROVED
DATE

1981 Will. R. (Marion St.) Br. 9291
Sec. of the Will.-Salem Hwy. (Gr.,
Pav., struc., sign., illum. & sig.) #2

C&A # 6761 5-16-79 For Center St. Bridge replacement
see - CON 19-1 - Willa. R. - Sp. '81

GAP —
PM —
File

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

cc: E.S. Hunter
Walt Hart

June 18, 1980

NOTED
E. S. HUNTER

Mr. A. J. George, Jr.
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

Re: Center and Marion Street Bridges
AQ Highway File No. 37-8014
Notice of Completed Application

Gentlemen:

The Department has completed a review of your application for construction of the above-referenced indirect source, to be located at Salem, Oregon.

The Department finds that the information provided is adequate to consider your application complete. A proposed decision to issue or deny a permit will be made on or before June 23, 1980. A 20-day public notice period will follow the Department's proposed decision, during which your comments as well as public comments will be received on the evaluation of the proposed project and proposed construction permit where applicable. The issuance or denial of an indirect source permit will be considered at the end of the notice period. Any public comment received may result in modifications to a proposed permit prior to issuance of a final permit.

If there are any questions, please contact me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:p
P37801.4M

cc: Polk County Planning Agency
Marion County Planning Agency
Dave Pratt, City of Salem
Dick Knowles, MWVCOG
Willamette Valley Regional Office

RECEIVED
TECHNICAL SERVICES
JUN 24'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DEQ-1

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF-TQF-47(9)
Center and Marion Street Bridges
Salem, Oregon

Date: June 13, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
H. S. COULTER

We have studied Mr. Hunter's submittal of June 10, 1980, on the Center and Marion Street Bridges across the Willamette River in Salem. Through normal channels we received a copy of Mr. Hunter's letter and attachments to Mr. Hershey, dated February 28, 1980. On March 25 we submitted to our Washington Office generally the submittal you forwarded. We have since received a reply from Washington addressing specifically the transfer of $2.9 million from the Center Street Bridge to the Marion Street Bridge for a temporary detour. They indicated to our Region Office that the use of HBR Discretionary Funds is limited to the Center Street Bridge.

We feel your case supporting the transfer is not strong enough to change this initial denial. We are, therefore, returning your proposal unapproved with the recommendation that the request be strengthened in several areas and resubmitted. Perhaps a better written explanation of the breakdown shown on Estimate Summary Sheet 5a of "Oregon DOT Highway Division Bridge Section, Center and Marion Street Bridges" would assist in supporting your case more completely. Describing the methods you propose in Alternate 2 by staging the Center Street Bridge construction (constructed while under traffic or with a separate detour) and constructing Marion Street Bridge to 56 feet wide and using it as the temporary 4 lane, 2 way detour, described as Alternate 3, should assist in supporting your case.

Below are our Washington Office and Region Office comments. You have answered why the steel alternate is not acceptable. Perhaps a quantity estimate would be helpful in better establishing this unacceptability. We do, however, agree with your comments.

In view of past experience with scour at the Center Street pier location, we feel you should study the hydraulics of Dwg. 35277 and Dwg. 35278 very carefully.

RECEIVED
STATE HWY ENGR
JUN 16 '80
REFER TO
Johnston
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Washington Office Comments (dtd 4-13-80)

1. Our review of the Draft EIS indicates it to be acceptable as is for finalization relative to structural aspects.

2. Proposed Marion Street widening design is acceptable utilizing steel girders to match the existing except the old and new units need to be rigidly tied together so as to eliminate the "floating slab."

3. The use of a different span arrangement for each Center Street alternate needs to be restudied and a single arrangement of spans chosen. Basically, we suggest adopting the spans shown on preliminary plan sheet 8 of 12 which are 190-240-240-190-108.83 feet.

4. A segmental alternate, post-tensioned transversely, needs to be included for the stage construction (alternate 2) concept for the Center Street Bridge. This would have the effect of removing the floating slab. See attached sketch for a better understanding of this recommendation.

5. A steel girder alternate is needed for the Center Street Bridge.

Region Office Comments (dtd 4-23-80)

1. We have been advised by the Washington Office Bridge Division that the use of HBR Discretionary Funds is limited to the Center Street Bridge.

2. We note that only concrete is contemplated for the superstructure of the replacement Center Street Bridge. We suggest structural steel as an alternate superstructure type, especially for that portion of bridge referred to as the "River Spans."

for G. L. Green

Attachment
(sketch in item 4 above)

cc: w/attach
OSHD (E S Hunter, Tech Ser)
OSHD (W J Hart, Br)

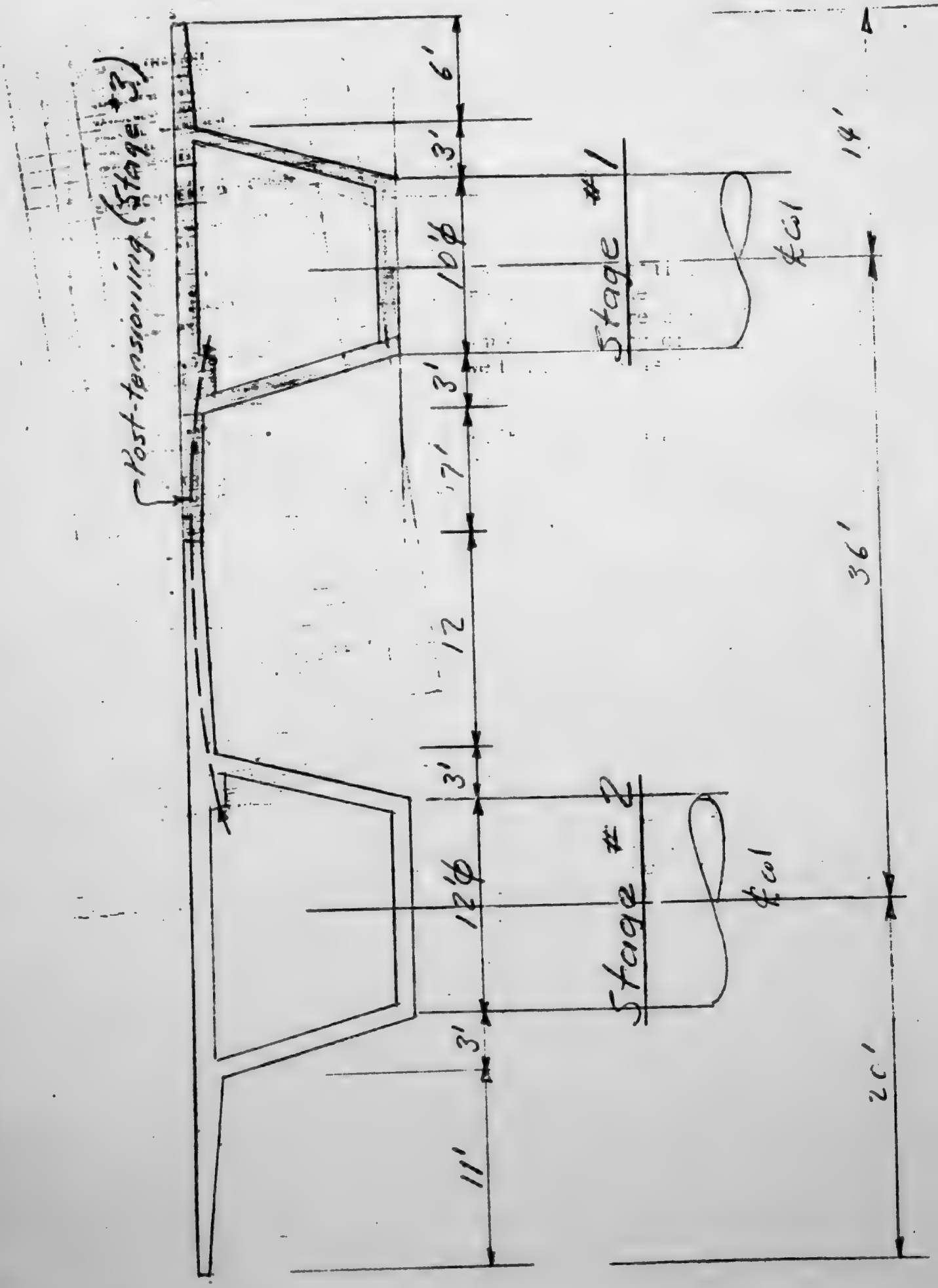
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

GPO : 1969 O—361-932

MADE BY ..... DATE .....
CHECKED BY ..... DATE .....
CALCULATIONS FOR .....

PROJECT .....
SHEET NO. .....

ACT.



Center - Street

Stage Construction

GENERAL FILES

CON 19-1
Willamette
St

DES 23
Brs. 123K
7253B

June 10, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Center Street Bridge 123K
Marion Street Bridge 7253B
Willamina-Salem Highway
Marion and Polk Counties

It has been estimated that a savings of $2.9 million can be realized by the elimination of stage construction during construction of the Center Street Bridge. In discussions with your staff over the past eighteen months, we have been encouraged by and felt that we had a verbal commitment that these savings could be applied to offset a portion of the cost of providing a 56-foot roadway on the Marion Street Bridge. The 56-foot width on Marion Street is necessary if it is to carry both east- and west-bound traffic during construction of the Center Street crossing.

We are therefore requesting your approval of the allocation of $2.9 million in Bridge Replacement Funds to the Marion Street widening project. The use of bridge replacement funds in this manner is entirely appropriate and a positive benefit can be gained by the road user, as opposed to the nonproductive expenditure of those same funds for stage construction.

The Final EIS on the Center-Marion Bridge project was forwarded to you on May 29, 1980. It is essential that we receive a timely response on this submittal if we are to advance the project to an early contract.

The Coast Guard has advised us that they will not take action on our request for a navigation permit for the two crossings until they have notice of approval of the Final Environmental Impact Statement.

I am enclosing five copies of a study which was made to estimate the cost of the Center Street crossing with and without stage construction. The report includes prints of Drawings 35277 and 35278 which are the two concrete alternates selected for further study. The

report also contains a tentative construction schedule, together with estimated costs inflated to time of construction.

The primary purpose of this submittal is to establish a commitment of bridge replacement funds to the Marion Street Bridge as an offset against stage construction on Center Street. The final roadway width, span arrangement, and general type of construction will be as indicated on the enclosed drawings. A more detailed study is under way to establish the final type of concrete superstructure to be advanced to final design on Center Street. The final selection of superstructure type will not change the estimated savings of stage versus non-stage construction. A steel beam alternate for Center Street was approximately $1 million higher in cost than a concrete alternate.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
Walter J. Hart
J. H. Versteeg
Gary Potter
C. O. Fredrickson

WJH:dh ja

MARION ST. AND CENTER ST. BRIDGES
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

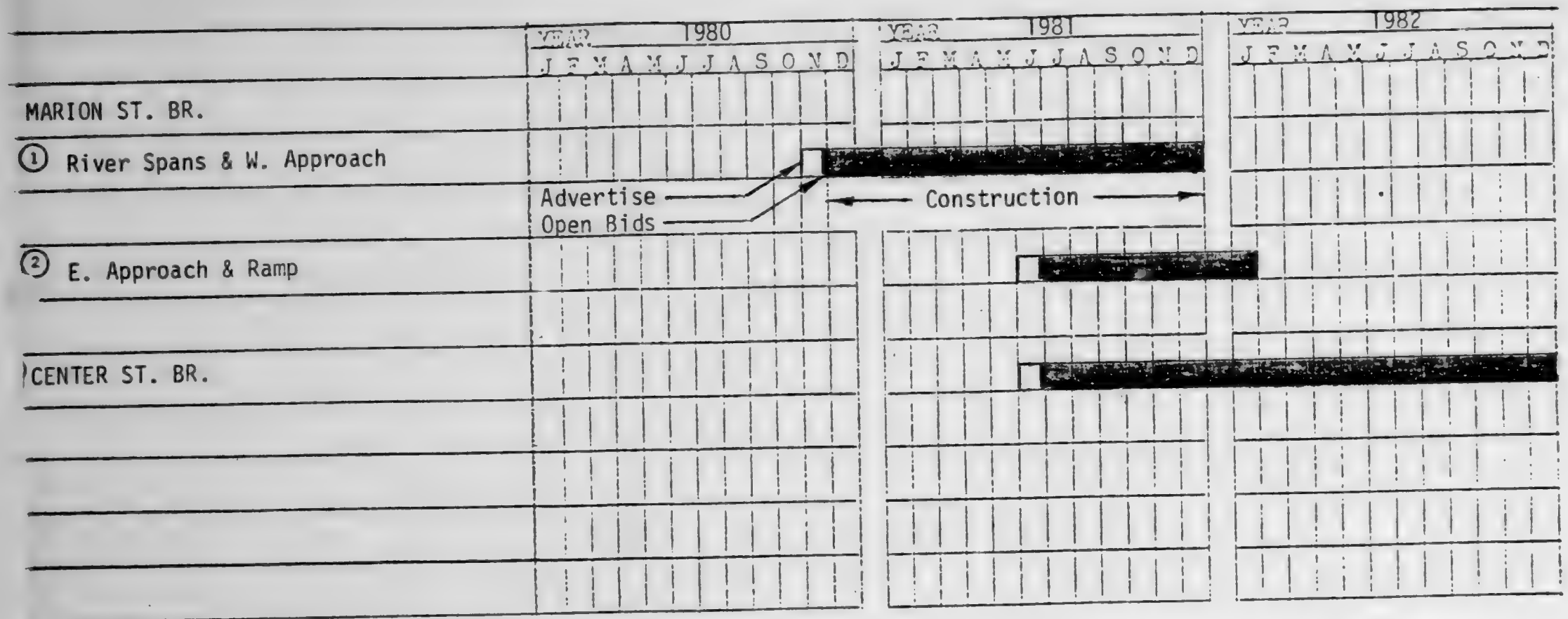
COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br.			
River spans & W. Approach	$ 8,600,000	1.18	$10,200,000
East Approach & Ramp	2,600,000	1.27	3,300,000
Subtotal	$11,200,000	-	$13,500,000
Center St. Br.	17,700,000	1.27	22,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$37,500,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY
Marion St. Br. (I-305 Transfer)	*(5.4)(1.18)	$ 6,400,000	$ 5,400,000	- - - -	$1,000,000
Marion St. Br. (HBR)	**(2.3)(1.27)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.20)	4,200,000	3,600,000	600,000	- - - -
Subtotal	(11.2)	$13,500,000	$11,300,000	$1,200,000	$1,000,000
Center St. Br. (HBR)	(17.7)(1.27)	22,500,000	18,000,000	4,500,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$37,500,000	$30,500,000	$6,000,000	$1,000.000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

**This assumes the Federal Hwy. Admin. will approve the transfer of funds from the Center Street Bridge. If the Marion Street Bridge is constructed to four lanes before the Center Street Bridge is replaced, some saving may be realized in the cost of constructing the Center Street Bridge.

CENTER ST.-MARION ST. BRIDGES
E.I.S. Alternate 3 (Detour to Marion St. Br.)
Schedule Assuming
Coast Guard Approval Nov. 1, 1980


YEAR 1980
J F M A M J J A S O N D
YEAR 1981
J F M A M J J A S O N D
YEAR 1982
J F M A M J J A S O N D
MARION ST. BR.
① River Spans & W. Approach
Advertise
Open Bids
Construction
② E. Approach & Ramp
CENTER ST. BR.

The date for advertising is controlled by obtaining Coast Guard approval which has been assumed to Nov. 1, 1980.

The date for advertising is controlled by completing the acquisition of right of way which has been assumed to be June 1, 1981.

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

BRIDGE SECTION

CENTER AND MARION STREET BRIDGES

This study was made to estimate the construction savings of building the Center Street Bridge without stage construction.

If the Marion Street Bridge is widened to 38 feet, the Center Street traffic would have to be carried on the Center Street Bridge requiring the bridge to be built using stage construction as shown on Sheet 9 of the accompanying drawings. We refer to this plan as Alternative 2.

If the Marion Street Bridge is widened to 56 feet, as shown on Sheet 3 of the accompanying drawings, the Center Street traffic could be detoured to the Marion Street Bridge allowing the Center Street Bridge to be built without stage construction. We refer to this plan as Alternative 3.

The estimates are for a 56-foot roadway on the Center Street Bridge and both a 38-foot wide and a 56-foot wide roadway on the Marion Street Bridge. These estimates are shown in detail on Sheets 1a through 4a of the Appendix and are summarized in the following table.

COST ESTIMATES (Jan. 1, 1980)

Alternative 2 (Stage Construction)		Alternative 3 (Detour to Marion)		Savings Without Stage Const.
38' Marion*	$ 5,100,000	56' Marion	$11,200,000	
56' Center	20,000,000	56' Center	17,700,000	$2,300,000
Total**	$25,100,000		$28,900,000	

*In order to maintain pedestrian traffic, the Center Street Bridge would have to be completed before the north side of Marion Street Bridge is started. This would delay construction of Marion Street Bridge for 1 1/2 to 2 years.

**Estimates include approximately $1,000,000 for the deck resurfacing of the portion of the bridges to be left in place. This amount is eligible for RRR Funds (deck restoration).

Sheet 1 of the accompanying drawings shows the plan for both bridges with 56-foot wide roadways, their approaches and ramps, both existing and proposed. The west approaches show the widening and additional ramp that have been recommended to keep the traffic weaving movements to a minimum. Sheets 2 through 5 show the plan, elevation and typical roadway sections for the Marion Street Bridge. Sheets 6 through 8 and 12 show the plan, elevation and typical roadway sections for the Center Street Bridge. Sheet 9 shows the plan, elevation, and typical roadway section for the river spans of Center Street Bridge using stage construction. Sheet

10 and 11 show alternate designs for the river spans of Center Street Bridge. A comparison of the relative costs between alternate designs for the river spans of Center Street Bridge is shown on Sheet 5a of the Appendix.

An approximate time schedule for the construction of both bridges for Alternatives 2 and 3 is shown on Sheets 6a and 7a of the Appendix.

Form 81-734-3136

Oregon State Highway Division
BRIDGE DESIGN UNIT

Alternate 2

Sheet 1a

Bridge Marion St. Bridge (38' Roadway - Widen Both Sides) Mar.-Polk

Calculations by TJS Date 11/2/79 Bridge No. 7253B

SP-677-43-734

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	291,600
Shoring & Cribbing	All	—	—	10,000
Structure Excavation	Cu. Yd.	1,700	12.00	20,400
Structural Concrete - 4500-1½	Cu. Yd.	2,350	320.00	775,500
" " - 3300-1½	Cu. Yd.	980	300.00	294,000
Metal Reinforcement - uncoated	Lbs.	640,000	0.55	352,000
" " - epoxy	Lbs.	240,000	0.75	180,000
Structural Steel	Lbs.	160,000	2.00	320,000
Two Tube Rail	Lin. Ft.	6,000	45.00	270,000
Expansion Jts. - double	Lin. Ft.	130	100.00	13,000
" " - single	Lin. Ft.	460	50.00	23,000
Special Wall Backfill	Cu. Yd.	3,000	10.00	30,000
P.C.C. deck resurfacing - old deck	Sq. Yd.	7,200	80.00	576,000
Removal of existing rail, curb & slab	Lin. Ft.	6,000	50.00	300,000
Maintenance of traffic	All	—	—	200,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	11,000	2.50	27,500
Subtotal				3,933,000
30% Engineering & Contingencies				1,180,000
Total Cost				5,113,000

Oregon State Highway Division
BRIDGE DESIGN UNIT

Alternate 2

Sheet 2a

Bridge Center St. Bridge (56' Roadway - Stage Construction) County Mar.-Polk

Calculations by TJS Date 10/2/79 Bridge No. 7253B

SP 67716-734 Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	1,136,800
Shoring, Cribbing & Work Trestle	All	—	—	1,400,000
Structure Excavation	Cu. Yd.	17,000	12.00	204,000
Furnish Steel Piling - HP12x53	Lin. Ft.	66,000	13.00	858,000
Drive Steel Piling	Each	1100	550.00	605,000
Special Wall Backfill	Cu. Yd.	2,500	10.00	25,000
Riprap	Cu. Yd.	8,200	17.00	139,400
Structural Concrete - 5000-1½	Cu. Yd.	5,170	330.00	1,706,100
" " - 4500-1½	Cu. Yd.	2,000	330.00	660,000
" " - 3300-1½	Cu. Yd.	12,700	250.00	3,175,000
Metal Reinforcement - uncoated	Lbs.	3,720,000	0.55	2,046,000
" " - epoxy	Lbs.	450,000	0.75	337,500
Prestressing Steel	Lbs.	300,000	1.50	450,000
Prestr. Conc. I-beams - 140'	Each	22	18,500.00	407,000
" " " - 137'	Each	22	18,000.00	396,000
" " " - 115'	Each	10	14,800.00	148,000
Pedestrian Rail	Lin. Ft.	3140	40.00	125,600
Expansion Joints - double	Lin. Ft.	140	100.00	14,000
" " - single	Lin. Ft.	700	50.00	35,000
R.C. End Panels	Sq. Yd.	360	46.00	165,600
P.C.C. deck resurfacing - Old deck	Sq. Yd.	2800	70.00	196,000
Removal of existing structure	All	—	—	525,000
Maintenance of Traffic	All	—	—	250,000
Illumination & Signing	All	—	—	300,000
Grading & Paving	Sq. Ft.	18,000	2.50	45,000
Subtotal				15,350,000
30% Engr. & Cont.				4,605,000
Total Cost				19,955,000

BRIDGE DESIGN UNIT

Alternate 3

Sheet 3a

Bridge Marion St. Bridge (56' Roadway - Widen One Side) County Mar-Polk

Calculations by TJS Date 11/1/79 Bridge No. 7253B

SP-0776-734

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	638,400
Shoring, Cribbing & Worktrestle	All	—	—	800,000
Structure Excavation	Cu. Yd.	10,600	12.00	127,200
Furnish Steel Piling - HP12x53	Lin. Ft.	24,000	13.00	312,000
Drive Steel Piling	Each	400	450.00	180,000
Special Wall Backfill	Cu. Yd.	3,500	10.00	35,000
Riprap	Cu. Yd.	5,500	17.00	93,500
Structural Concrete - 4500-½	Cu. Yd.	2,800	330.00	924,000
" " - 3300-1½	Cu. Yd.	6,200	300.00	1,860,000
Metal Reinforcement - uncoated	Lbs.	1,720,000	0.50	860,000
" " - epoxy	Lbs.	370,000	0.70	259,000
Structural Steel	Lbs.	1,400,000	1.00	1,400,000
Expansion Joints - double	Lin. Ft.	120	100.00	12,000
" " - single	Lin. Ft.	600	50.00	30,000
R.C. End Panels	Sq. Yd.	140	46.00	6,400
P.C.C. Deck Resurfacing - Old deck	Sq. Yd.	7550	70.00	528,500
Removal of existing curb & rail	Lin. Ft.	2610	50.00	130,500
Maintenance of traffic	All	—	—	150,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	11,000	2.50	27,500
Subtotal				8,624,000
30% Engineering & Contingencies				2,587,000
Total Cost				11,211,000

Oregon State Highway Division
BRIDGE DESIGN UNIT

Alternate 3

Sheet 4a

Bridge Center St. Bridge (56' Roadway - Detour to Marion) County Mar.-Polk

Calculations by TJS Date 11/1/79 Bridge No. 7253B

SP 61749-731 Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	1,005,400
Shoring, Cribbing & Work Trestle	All	—	—	1,000,000
Structure Excavation	Cu. Yd.	16,000	12.00	192,000
Furnish Steel Piling - HP 12x53	Lin. Ft.	60,000	13.00	780,000
Drive Steel Piling	Each	1,000	450.00	450,000
Special Wall Backfill	Cu. Yd.	2,500	10.00	25,000
Riprap	Cu. Yd.	8,200	17.00	139,400
Structural Concrete - 5000-1½	Cu. Yd.	4,940	300.00	1,482,000
" " - 4500-1½	Cu. Yd.	2,000	300.00	600,000
" " - 3300-1½	Cu. Yd.	11,850	240.00	2,844,000
Metal Reinforcement - uncoated	Lbs.	3,610,000	0.50	1,805,000
" " - epoxy	Lbs.	450,000	0.70	315,000
Prestressing Steel	Lbs.	270,000	1.00	270,000
Prestr. Conc. I-beams - 140'	Each	40	17,000.00	680,000
" " " - 109'	Each	10	13,300.00	133,000
Pedestrian Rail	Lin. Ft.	3140	40.00	125,600
Expansion Joints - double	Lin. Ft.	140	100.00	14,000
" " - single	Lin. Ft.	700	50.00	35,000
R.C. End Panels	Sq. Yd.	360	46.00	165,600
P.C.C. Deck Resurfacing - Old deck	Sq. Yd.	2800	70.00	196,000
Removal of Existing Structure	All	—	—	445,000
Maintenance of Traffic	All	—	—	150,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	30,000	2.50	75,000
Detour Structures	All	—	—	400,000
Subtotal				13,517,000
30% Engr. & Cont.				4,073,000
Total Cost				17,650,000

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 5a

Center St. Br. | County Mar.-Polk

By TJS | Date 11/12/79 | Bridge No. 123C

Summary of Alternate Designs for River Span

Alt. 3A, Detour to Marion: (See Sheet 8 of drawings)

Type: C.I.P.-P.T.C.E.G. Cantilevers w/ Precast Beams

Cost = $8,200,000 + $2,400,000 = $10,600,000

Alt. 2A, Stage Construction: (See Sheet 9 of drawings)

Type: same as Alt. 3A

Cost = $10,000,000 + $3,000,000 = $13,000,000

Alt. 3B, Detour to Marion: (See Sheet 10 of drawings)

Type: C.I.P. - P.T.C.B.G.

Cost = $7,800,000 + $2,400,000 = $10,200,000

Alt. 3C, Detour to Marion: (See Sheet 11 of drawings)

Type: Precast Segmental P.T.C.B.G.

Cost = $8,200,000 + $2,400,000 = $10,600,000

1291.

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.: ENV 3

May 30, 1980

Howard Harris
Department of Environmental Quality
PO Box 1760
Portland, OR 97207

RE: Willamette River (Center & Marion Street) Bridges
Willamina-Salem Highway No. 30 -- ORE 22
Marion and Polk Counties
Indirect Source Construction Permit Application

Dear Mr. Harris;

Attached is our completed application for an Indirect Source Construction Permit for the subject project. Also attached is a copy of our air quality report.

Please review the application pursuant to OAR 340-20-100 through 20-135. Also please provide us with your determination that the project is or is not consistent with Oregon's SIP. I am available to discuss the report with you if you should have any questions.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:ct

Attachment

RECEIVED
TECHNICAL SERVICES
JUN 2'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

INT 7
LOC 11 #30

May 16, 1980

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

NOTED
E. S. HUNTER

Dear Mr. Newgard:

Enclosed is an application for a Section 404 permit for the removal of the existing Center Street Bridge and construction of a new bridge at the same location and the widening of the existing Marion Street Bridge over the Willamette River in Salem on the Salem-Willamina Highway. Drawings showing plans and elevations of the proposed bridges are enclosed.

We would appreciate your earliest consideration of this application. If funds become available, we hope to let a project for the structures this summer.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, OR 97310, telephone 378-6265.

Sincerely,

Frank E. Terpin
Location Engineer

RECEIVED
TECHNICAL SERVICES
MAY 16'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DFK:ge
Encl.

cc: E. S. Hunter w/att.
W. J. Hart "
D. Trout "
D. E. Keyes "

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

For use of this form, see EP 1145-2-1

The Department of the Army permit program is authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of P. L. 92-500 and Section 103 of P. L. 92-532. These laws require permits authorizing structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Information provided in ENG Form 4345 will be used in evaluating the application for a permit. Information in the application is made a matter of public record through issuance of a public notice. Disclosure of the information requested is voluntary; however, the data requested are necessary in order to communicate with the applicant and to evaluate the permit application. If necessary information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

1. Application number (To be assigned by Corps)

2. Date: 16 May 1980 (Day / Mo. / Yr.)

3. For Corps use only.

4. Name and address of applicant.

Frank E. Terpin, Location Engineer
Oregon State Highway Division
200 Transportation Bldg.
Salem, OR 97310

Telephone no. during business hours

A/C (503) 378-6883
A/C ( )

5. Name, address and title of authorized agent.

Donald E. Keyes, Federal Projects Liaison Engr.
Oregon State Highway Division
200 Transportation Bldg.
Salem, OR 97310

Telephone no. during business hours

A/C (503) 378-6265
A/C ( )

6. Describe in detail the proposed activity, its purpose and intended use (private, public, commercial or other) including description of the type of structures, if any to be erected on fills, or pile or float-supported platforms, the type, composition and quantity of materials to be discharged or dumped and means of conveyance, and the source of discharge or fill material. If additional space is needed, use Block 14.

Replace the existing Center Street Bridge and widen the Marion Street Bridge for use by the public. The new Center Street Bridge and the widening of the Marion Street Bridge will be constructed on piling with concrete footings. There will be approximately 8,200 cubic yards of concrete placed below high water and approximately 18,000 cubic yards of riprap used to protect the footings.

7. Names, addresses and telephone numbers of adjoining property owners, lessees, etc., whose property also adjoins the waterway.

Portland General Electric
621 S.W. Alder Street
Portland, OR 97205

Urban Renewal Agency
City of Salem
145 Center Street NE
Salem, OR 97301

Allen C. Jones
3440 Elderberry Drive S.
Salem, OR 97302

City of Salem
555 Liberty Street SE
Salem, OR 97301

8. Location where proposed activity exists or will occur.

Address: Marion Street and Center Street
Street, road or other descriptive location

Salem
In or near city or town

Marion and Polk OR
County State Zip Code

Tax Assessors Description: (If known)

Map No.	Subdiv. No.	Lot No.
-	-	-

Sec.	Twp.	Rge.
22	7S	3W

9. Name of waterway at location of the activity.

Willamette River

10. Date activity is proposed to commence. Summer 1980

Date activity is expected to be completed Fall 1982

11. Is any portion of the activity for which authorization is sought now complete? ☐ YES ☒ NO
If answer is "Yes" give reasons in the remark section. Month and year the activity was completed -, Indicate the existing work on the drawings.

12. List all approvals or certifications required by other federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
U.S. Coast Guard	Permit	-	May 6, 1980	-
Oregon Division of State Lands	Permit	-	-	-

13. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein?

☐ Yes ☒ No (If "Yes" explain in remarks)

14. Remarks (Checklist, Appendix H for additional information required for certain activities).

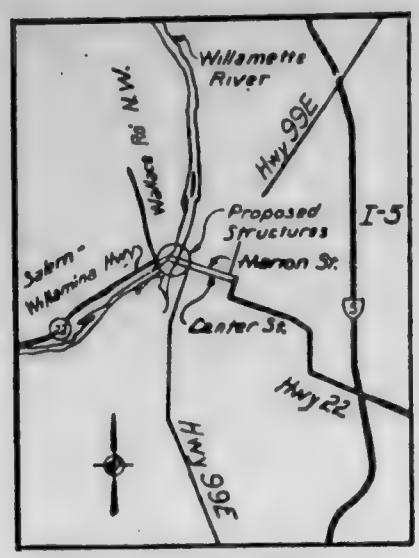
Equipment to be used will be dragline, pile driver, bulldozers, dump trucks and other miscellaneous equipment.

15. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

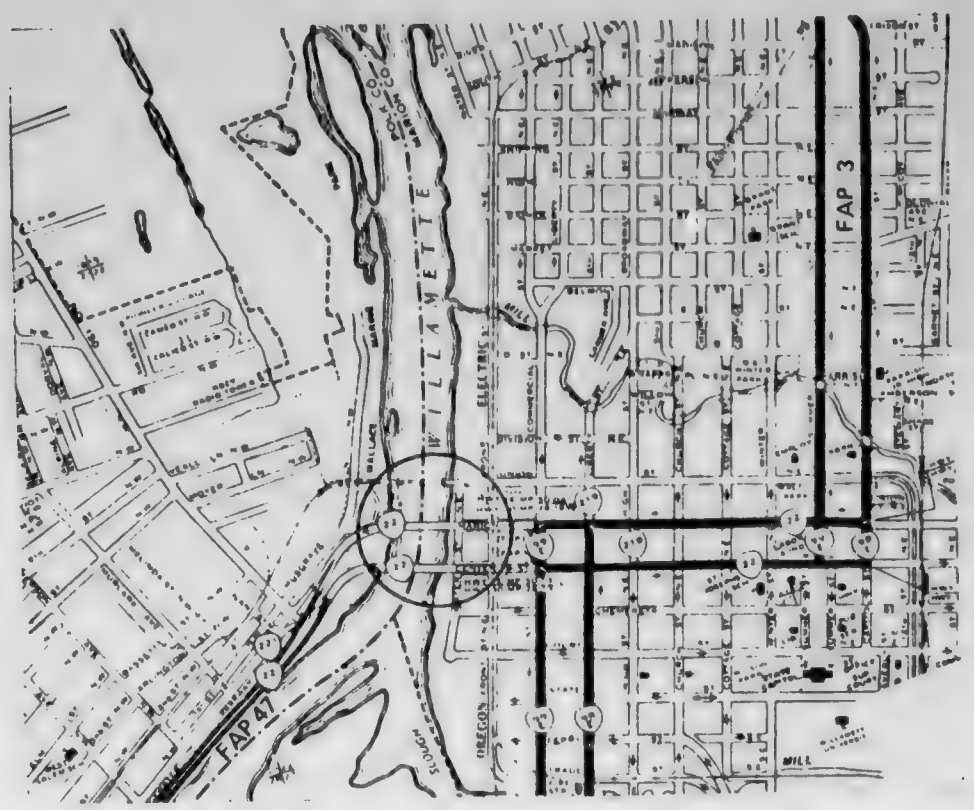
Frank E. Ropp
Signature of Applicant or Authorized Agent

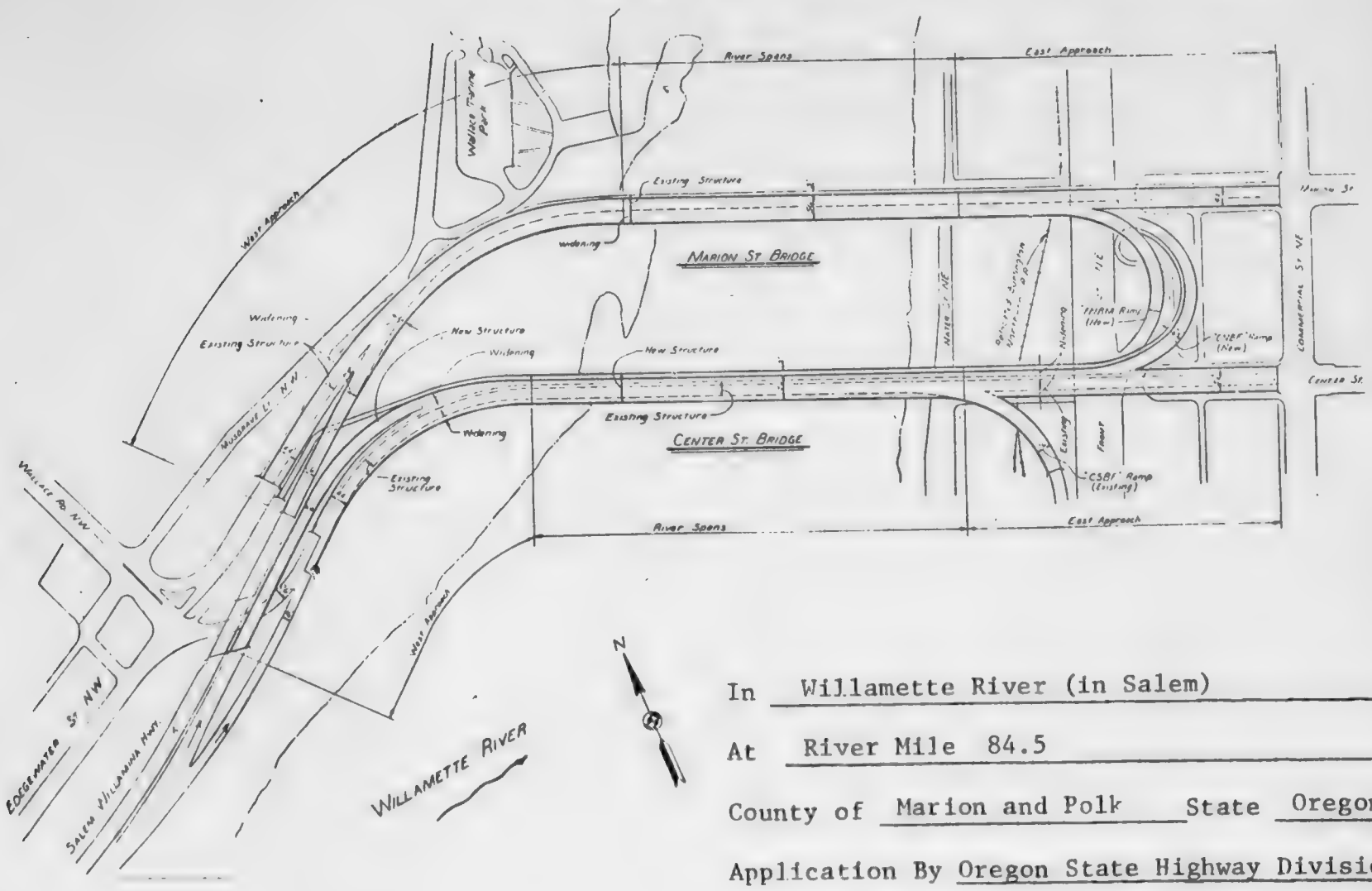
The application must be signed by the applicant; however, it may be signed by a duly authorized agent (named in Item 5) if this form is accompanied by a statement by the applicant designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

18 U. S. C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of The United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both. Do not send a permit processing fee with this application. The appropriate fee will be assessed when a permit is issued.



VICINITY MAP





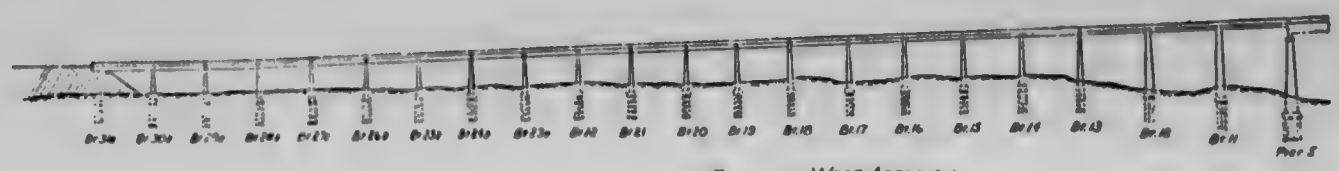
In Willamette River (in Salem)

At River Mile 84.5

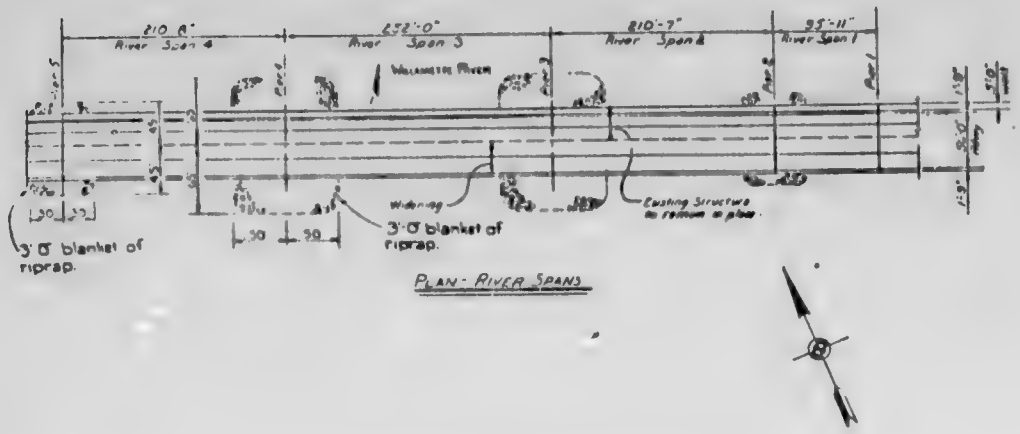
County of Marion and Polk State Oregon

Application By Oregon State Highway Division

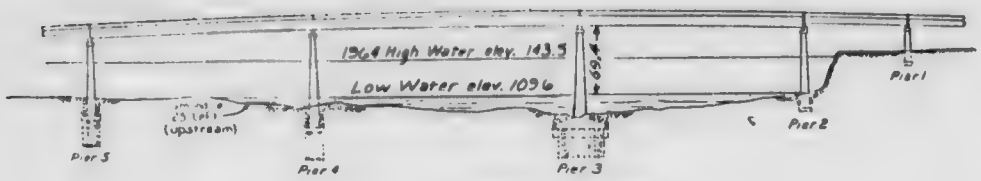
Date May 16, 1980 Sheet 1 of 3



ELEVATION WEST APPROACH



PLAN - RIVER SPANS



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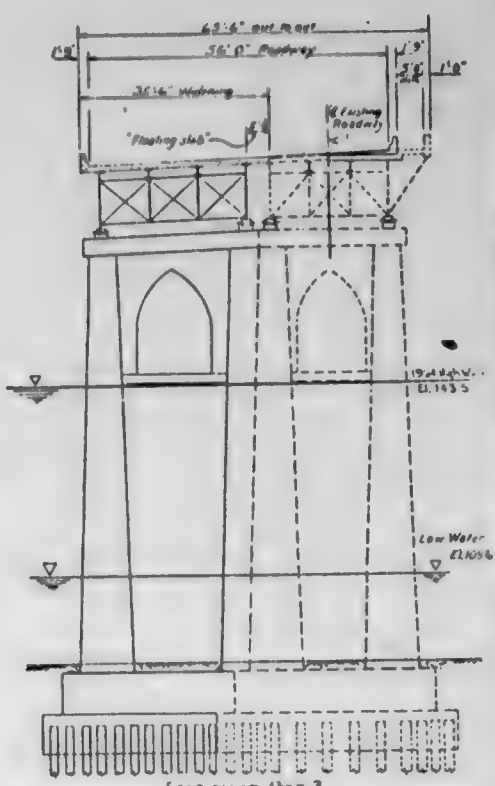


SECTION AT PIER 3
(Typical for River Spans)

ELEVATION - EAST APPROACH

WILLAMETTE RIVER BRIDGE
(MARION ST. - SALEM)

Datum: USC&GS 1947 Adj.

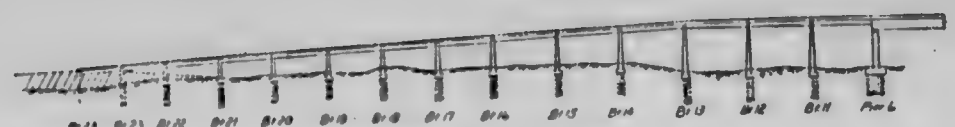
In Willamette River (in Salem)

At River Mile 84.5

County of Marion and Polk State Oregon

Application By Oregon State Highway Division

Date May 16, 1980 Sheet 2 of 3



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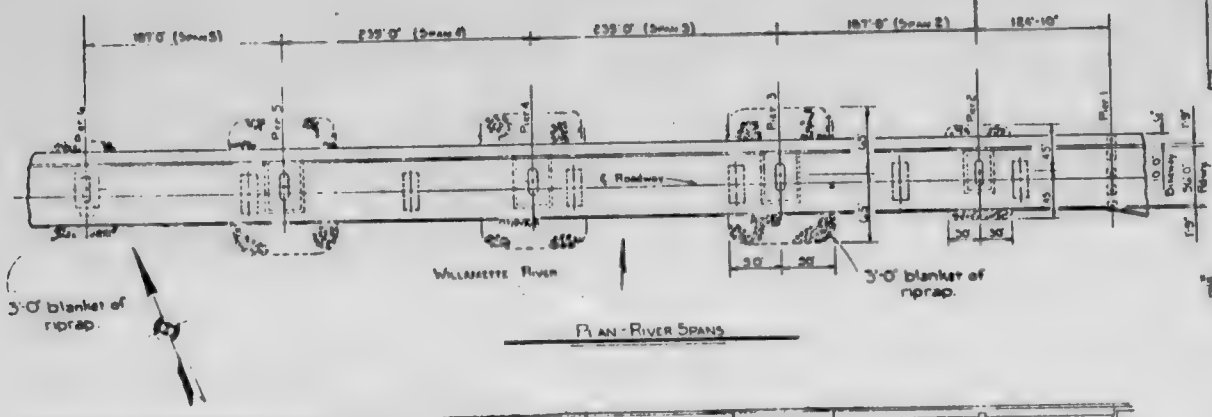
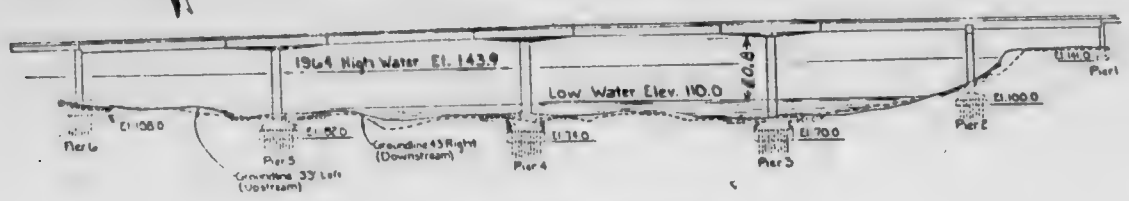
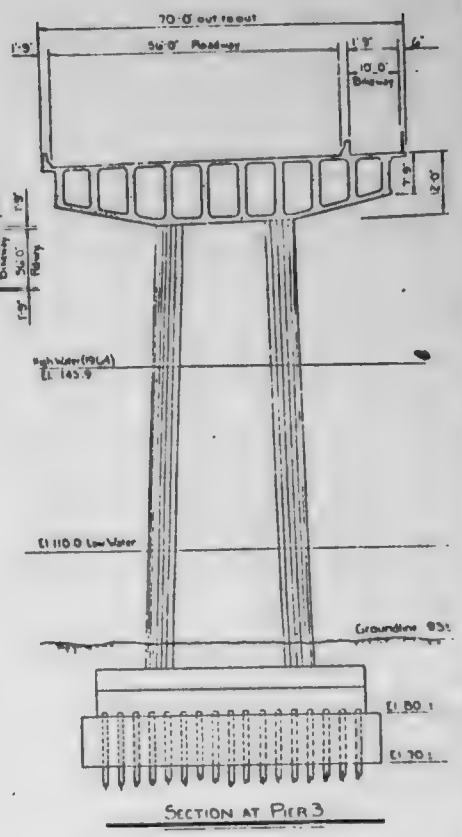


PLAN - RIVER SPANS



ELEVATION - RIVER SPANS



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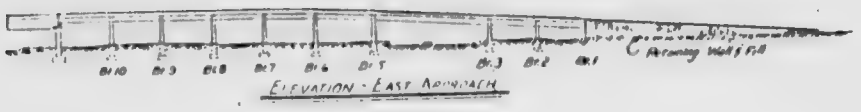


ELEVATION - EAST APPROACH

WILLAMETTE RIVER BRIDGE
(CENTER ST. - SALEM)

Datum: USC&GS 1947 Adj.

In Willamette River (in Salem)

At River Mile 84.5

County of Marion and Polk State Oregon

Application By Oregon State Highway Division

Date May 16, 1980 Sheet 3 of 3

DES 23
Br. 123K
Br. 7253B

May 6, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Willamette River (Center St.) Bridge Replacement
Bridge 123K, River Mile 84.5
and
Willamette River (Marion St.) Bridge Widening
Bridge 7253B, River Mile 84.4

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to replace the existing river spans and widen the approaches to the Center Street Bridge over the Willamette River. A permit is also applied for to widen the existing Marion Street river spans and approaches, also over the Willamette River. Both structures are located in Salem, Oregon.

We are applying for a permit to widen the existing Marion Street Bridge based on an interpretation by your office. We question this determination since the proposed revisions to this structure will not affect navigation, as the existing river clearances will not be changed, and since the environmental effects of the project will be reviewed by the lead agency (FHWA) and must receive its approval.

Legal authority for the structures is found in the General Bridge Act of 1964, Amended.

Both bridges will be high-rise, fixed-span structures. Marion Street will be constructed of concrete and the widening of the Marion Street spans will be done with steel girders. Clearances of Marion Street will not change. Vertical clearance at the navigation span of Center Street will decrease by 8.4 feet. Horizontal clearance will increase by 77.5 feet. Both horizontal and vertical clearances will increase on adjacent spans.

It is estimated that construction costs will be $18,000,000 for the Center Street structure and $11,000,000 for the Marion Street structure. Since grade lines for both structures are dependent upon

existing deck elevations, there will be no increase in construction cost due to navigation requirements.

Federal Highway Administration funds will be used in construction of these structures. Application for the funding has been made.

The impact of the project on the human environment, fish and wildlife, and 4f lands are discussed in the draft environmental impact statement. We do not believe they are significantly adverse.

There will be 25,000 cubic yards of excavation, 18,000 cubic yards of riprap pier protection, and 8,200 cubic yards of concrete involved in work in the streambed. There will be 13,000 cubic yards of earth embankment in the flood plain.

One set of reproducible drawings, three sets of prints, two copies of the Federal Highway Administration's recommendation that the project be classified as Category 2, Major-Significant, and two copies of the draft environmental impact statement are enclosed. Copies of the final environmental impact statement will be sent as soon as they are available.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg (enc.)
Frank Terpin "
Walt Hart
C. O. Fredrickson "

PAA:dh ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

SUBJECT: Project Assessment
Willamette River (Center S., Salem) Br.
Willamina-Salem Highway
Marion and Polk Counties
Oregon Project BRF-47(-)

DATE: January 17, 1979

In reply refer to: HFO.2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your January 4, 1979, letter has been reviewed.

We do not concur that the project be classified as a Category 3, Major-Non-Significant. We recommend that the project be classified as a Category 2, Major-Significant. We also recommend that the impact analysis of the proposed Marion Street Bridge improvement project be combined with the impact analysis of this project into one Environmental Impact Statement.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

Environmental Section
January 22, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
C. O. Fredrickson
R. E. Kuehn
William Fretwell
Eddie Welsh
Gerald Wimer
B. L. Gifford (2)
Don Keyes (8)

NOTED
P.A. ANDERSON

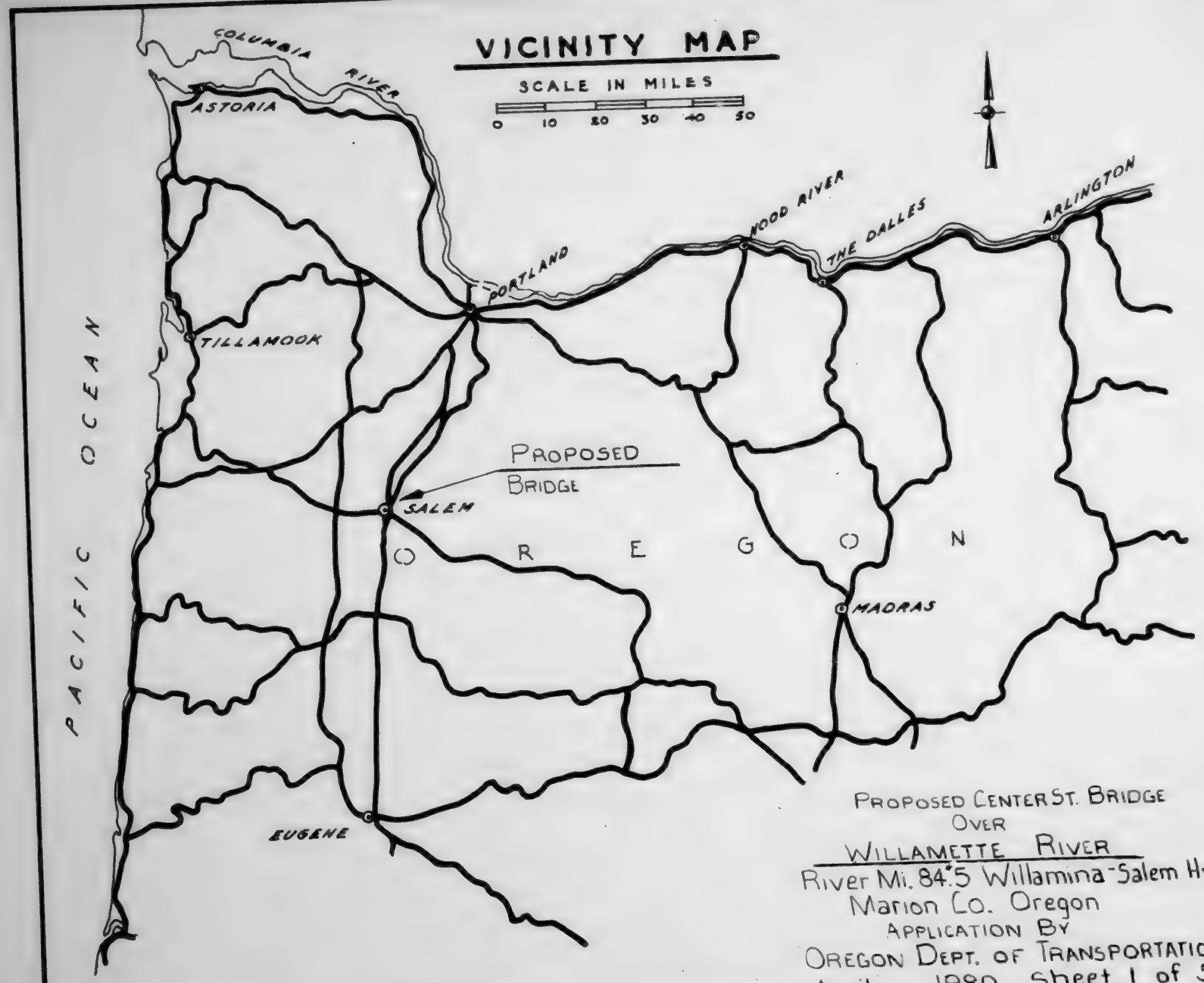
RECEIVED
JAN 23 1979
BRIDGE SECTION

NOTED
R. W. ELLISON

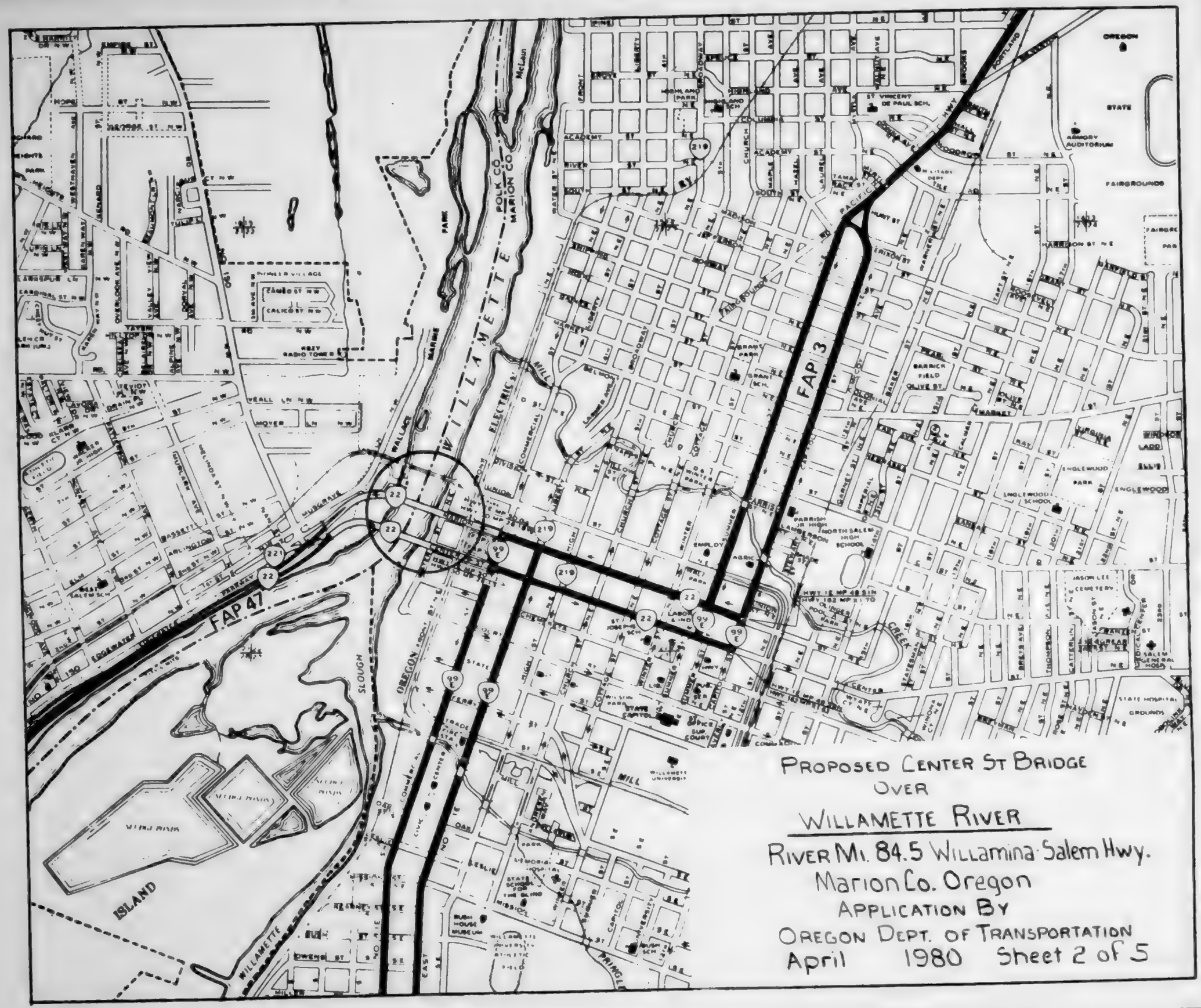
NOTED
W.J. HART

NOTED
L. L. WALLACE

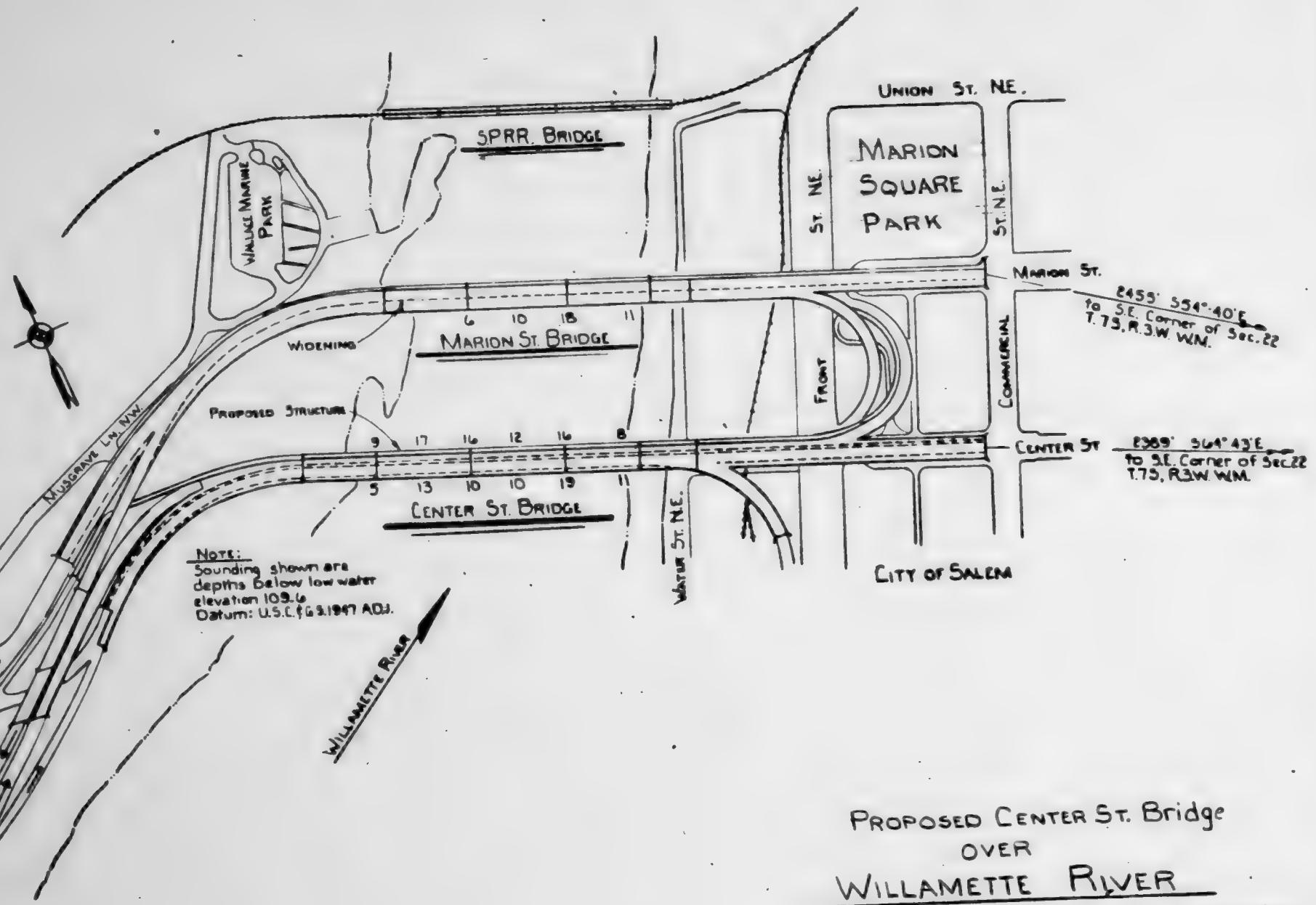
VICINITY MAP



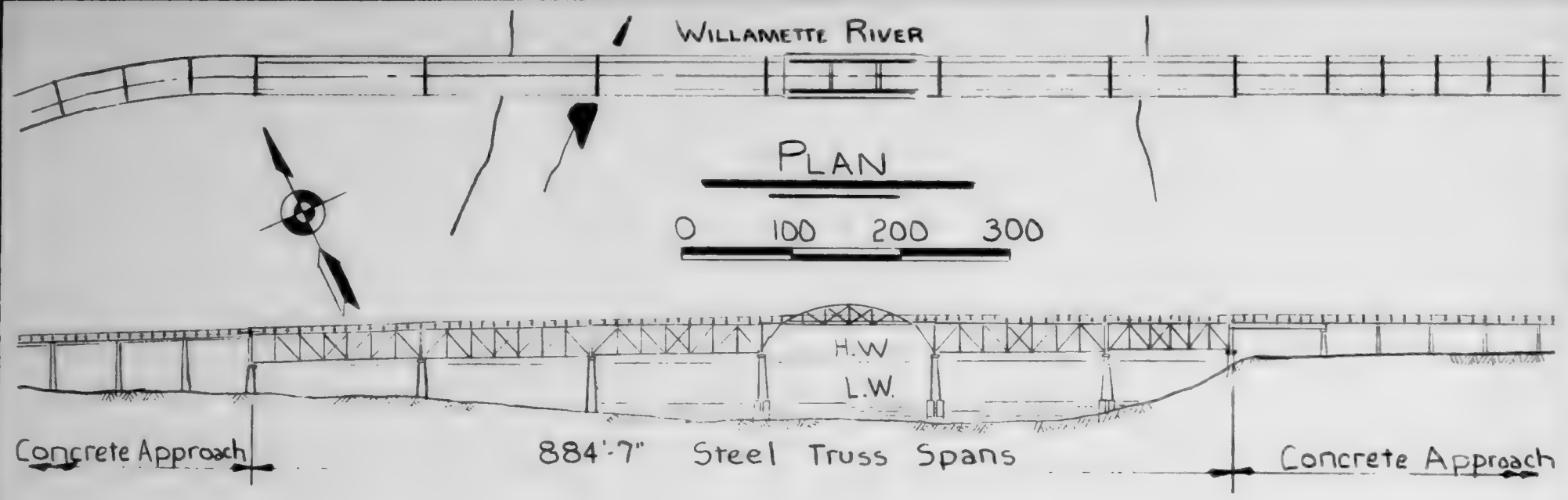
PROPOSED CENTER ST. BRIDGE
OVER
WILLAMETTE RIVER
River Mi. 84.5 Willamina-Salem Hwy.
Marion Co. Oregon
APPLICATION BY
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 1 of 5



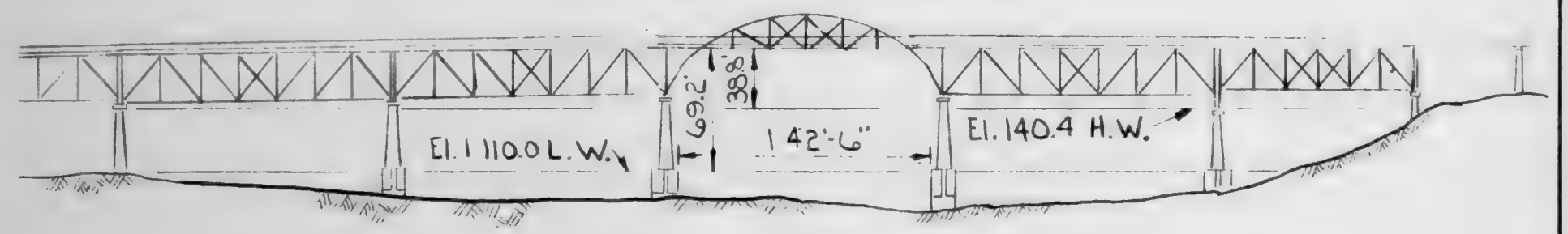
PROPOSED CENTER ST BRIDGE
OVER
WILLAMETTE RIVER
RIVER MI. 84.5 WILLAMINA-SALEM HWY.
MARION CO. OREGON
APPLICATION BY
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 2 of 5



PROPOSED CENTER ST. Bridge
OVER
WILLAMETTE RIVER
River Mi. 84.5 Willamina-Salem Hwy
Marion Co. Oregon
Application by
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 3 of 5



ELEVATION



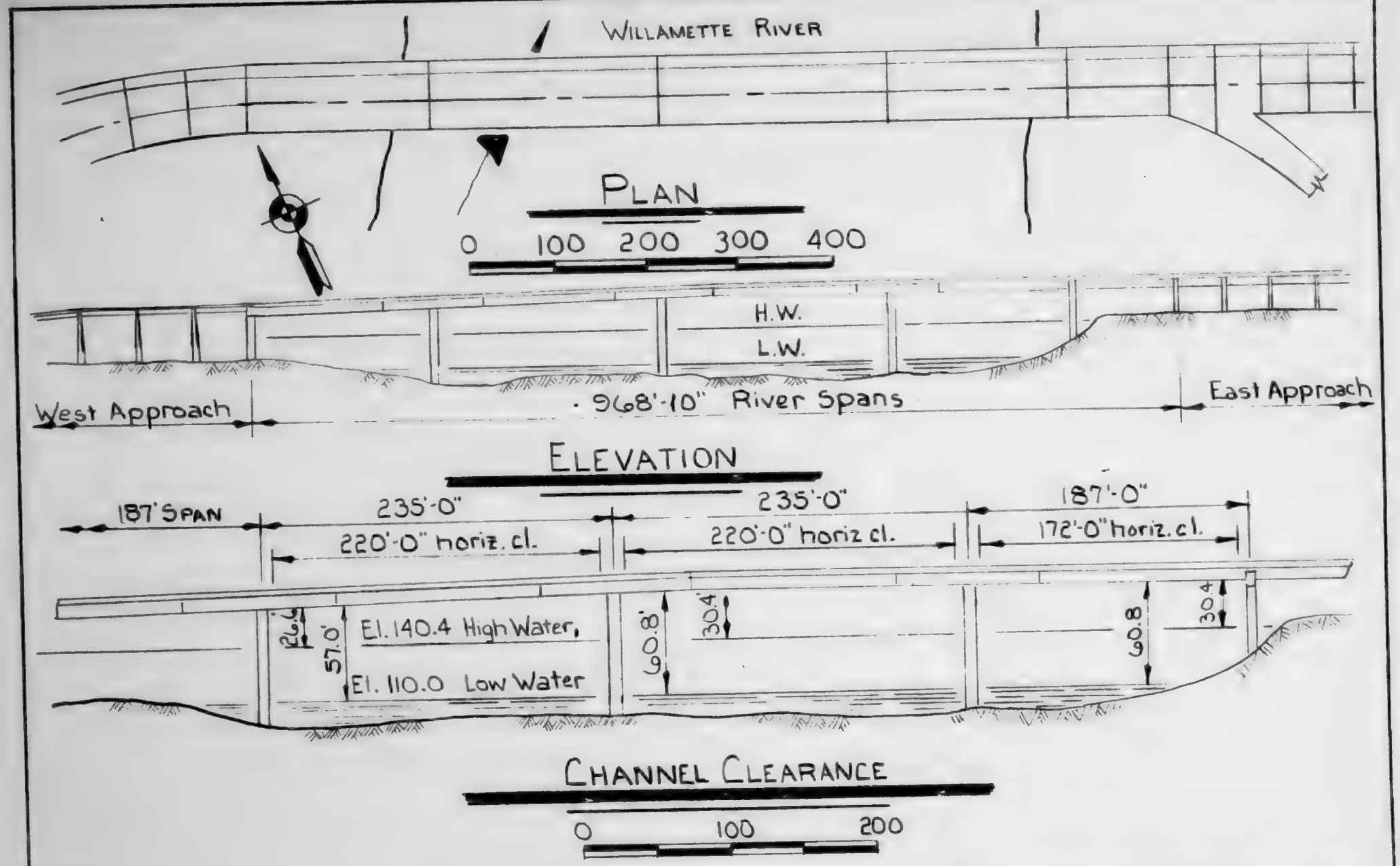
CHANNEL CLEARANCE

0 100 200

Datum:
U.S.C. & G.S. 1947 ADJ.

NOTE:
High Water elev. 142.8 = 1% frequency
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 = 2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
EXISTING CENTER ST. BRIDGE
over
WILLAMETTE RIVER
Marion and Polk Counties
Sec. 22. T.7.S, R.3.W, W.M.
April 1980, Sheet 4 of 5



Datum:
U.S.C.&G.S. 1947 ADJ

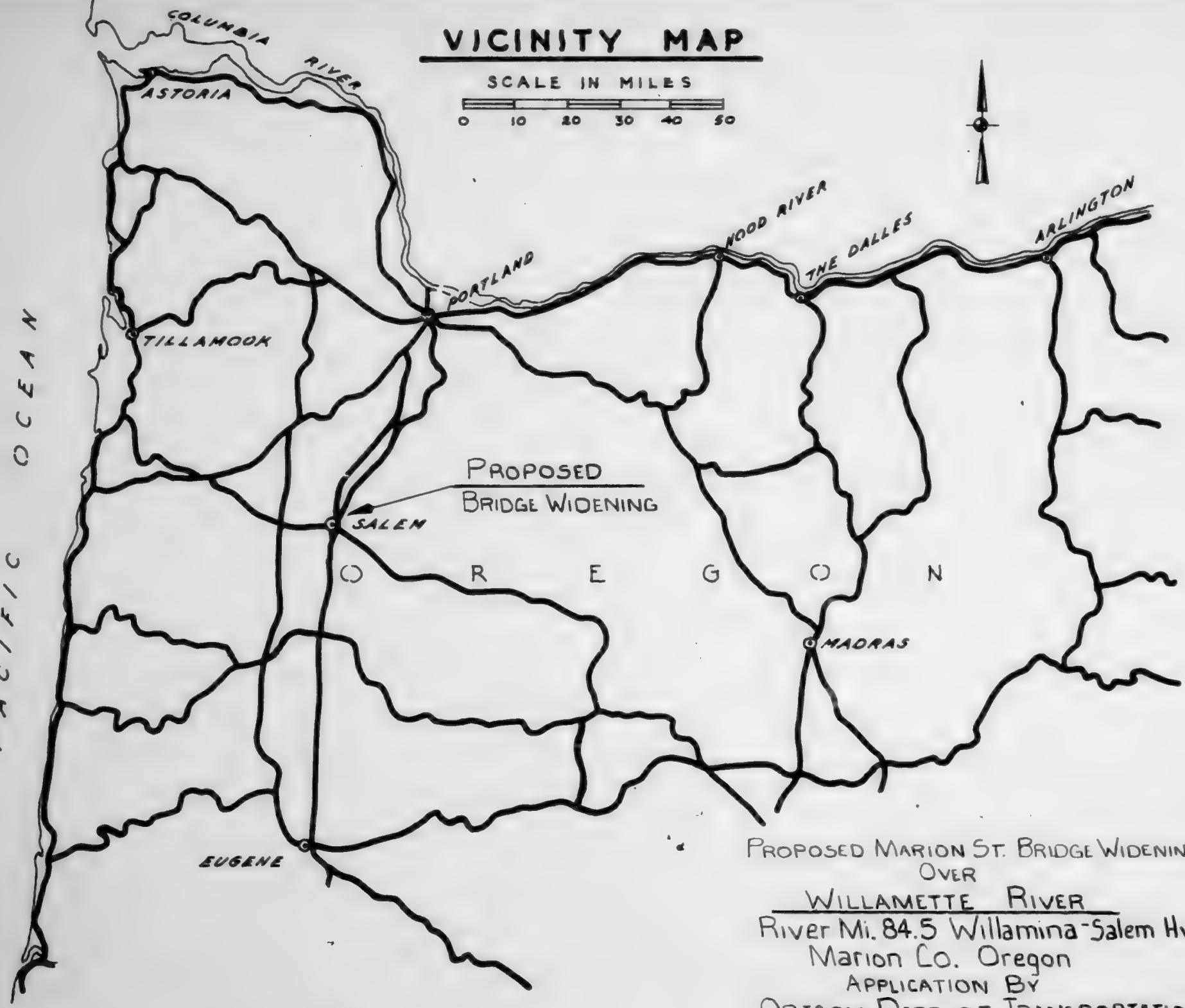
NOTE:
High water elev. 142.8 = 1% frequency.
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 = 2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
PROPOSED CENTER ST. BRIDGE
OVER
WILLAMETTE RIVER
Marion and Polk Counties
Sec. 22 T. 7 S. R. 3 W. W.M.
April 1980, Sheet 5 of 5

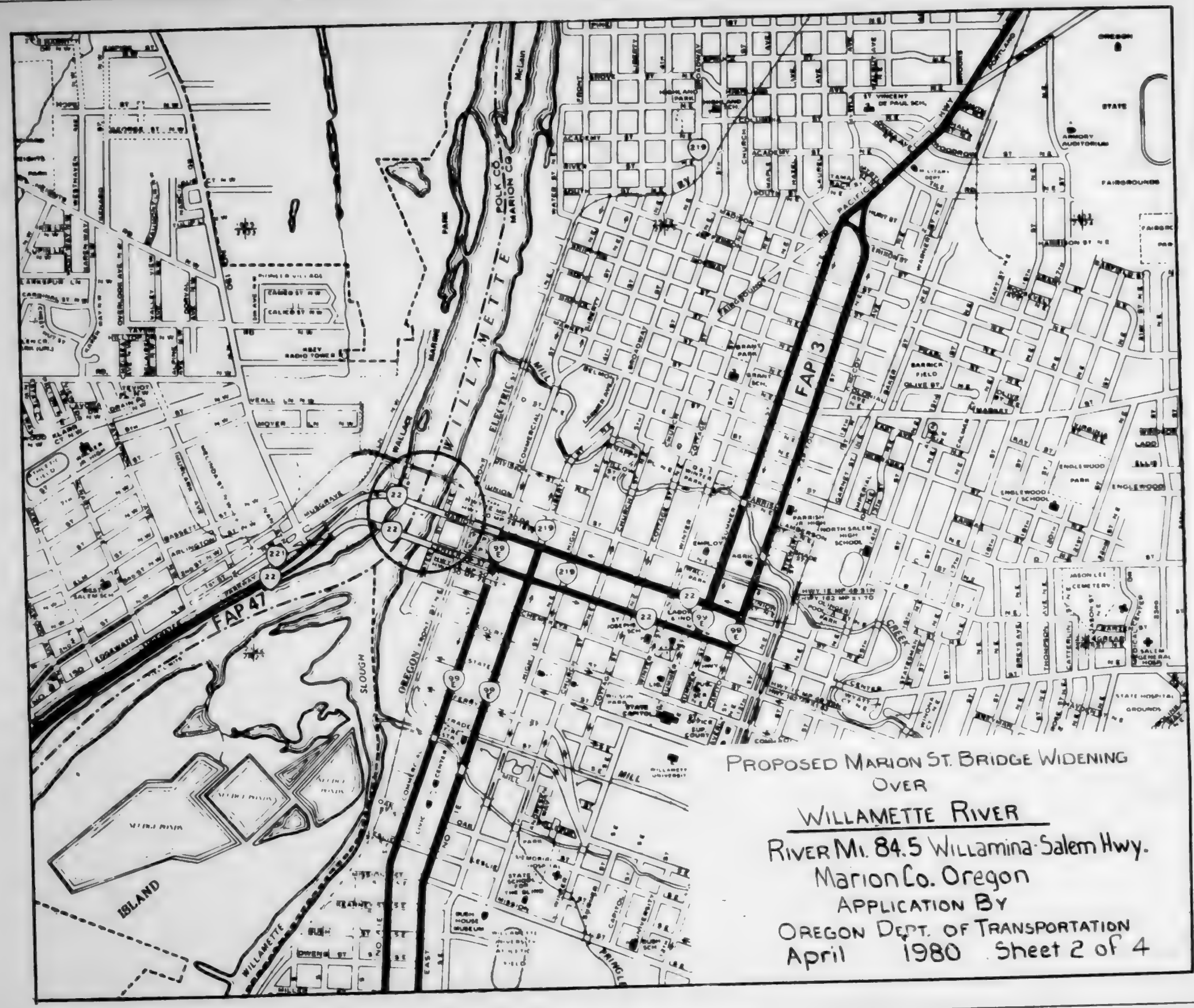
VICINITY MAP

SCALE IN MILES

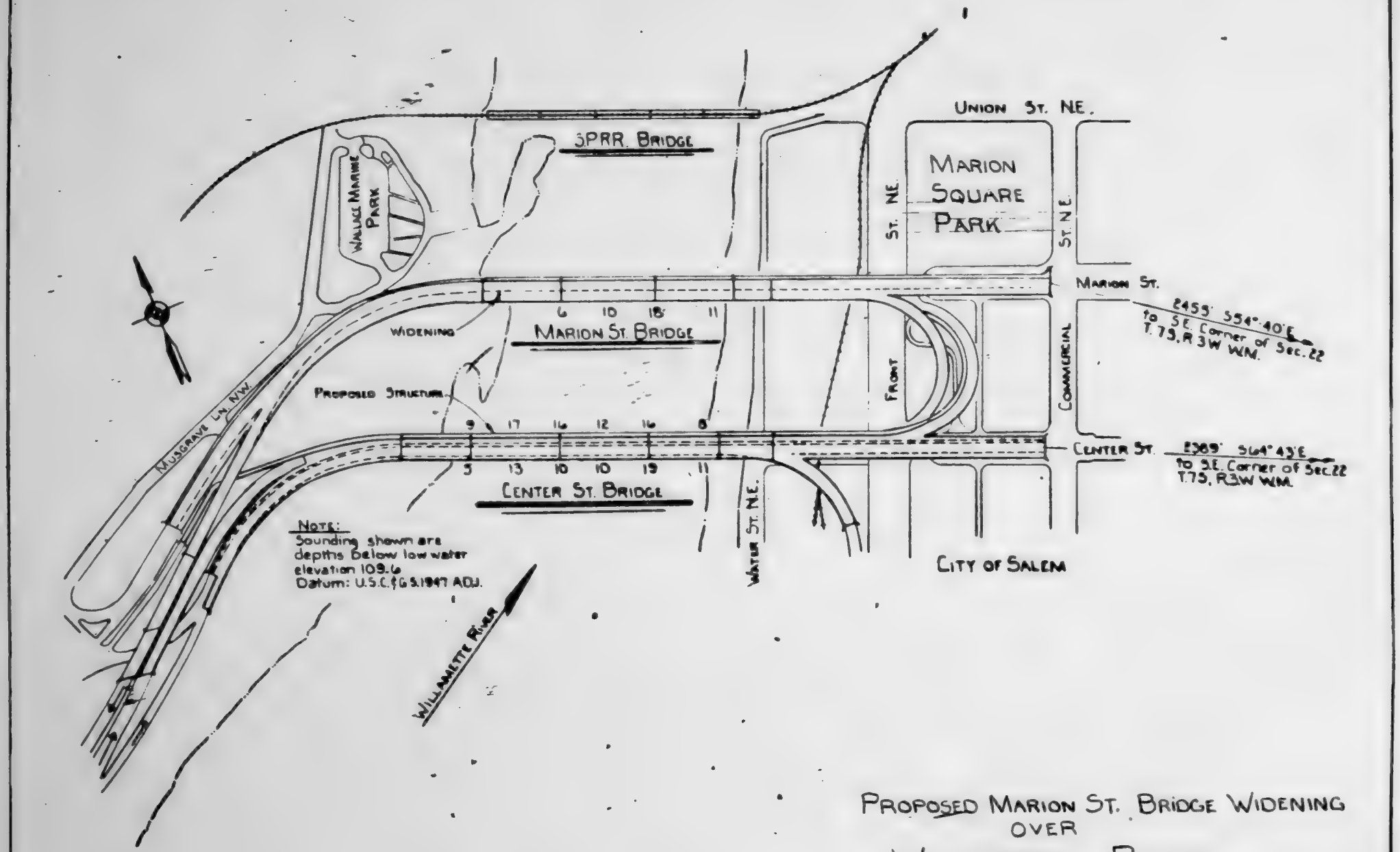
0 10 20 30 40 50



PROPOSED MARION ST. BRIDGE WIDENING
OVER
WILLAMETTE RIVER
River Mi. 84.5 Willamina-Salem Hwy.
Marion Co. Oregon
APPLICATION BY
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 1 of 4

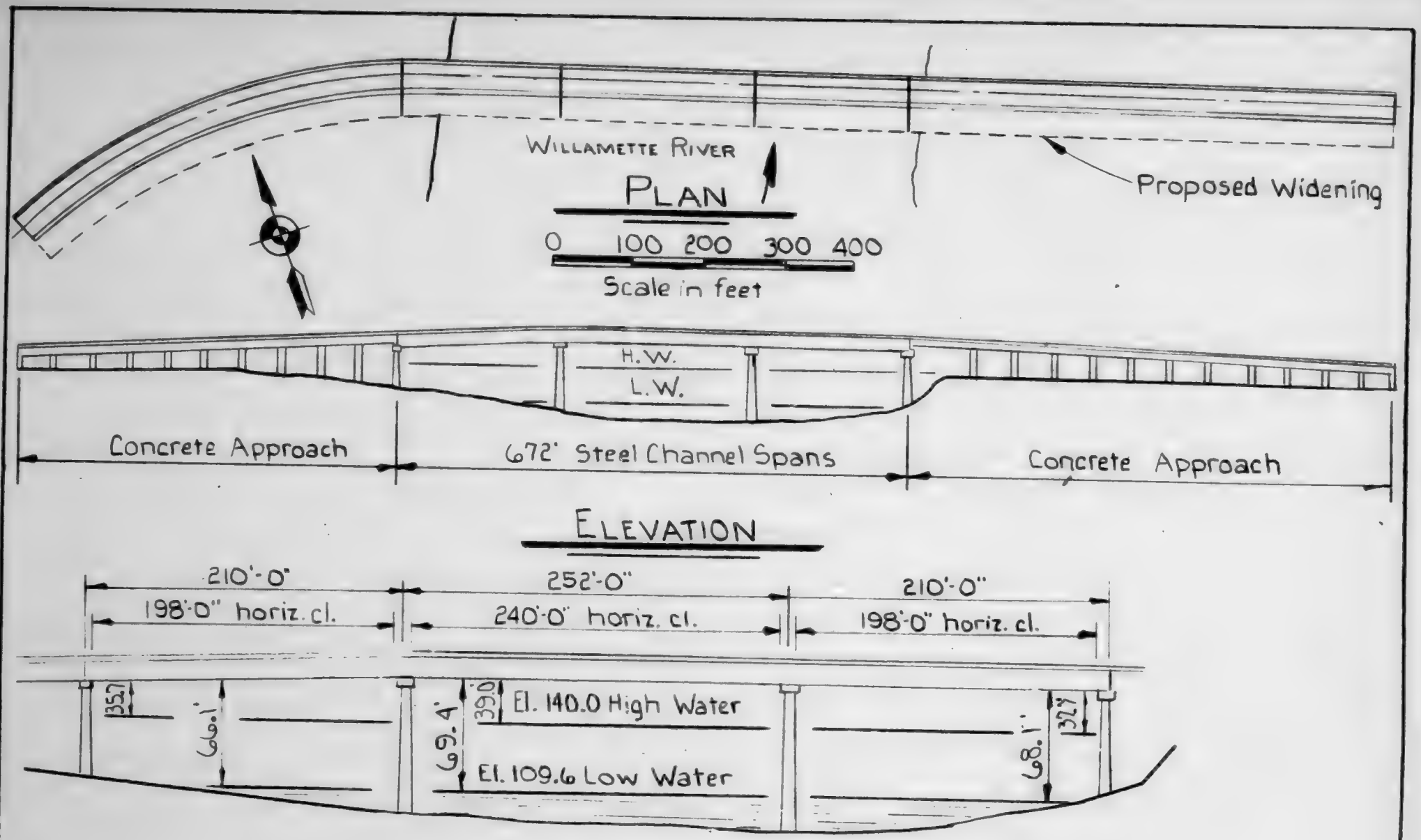


PROPOSED MARION ST. BRIDGE WIDENING
OVER
WILLAMETTE RIVER
RIVER MI. 84.5 WILLAMINA-SALEM HWY.
MARION CO. OREGON
APPLICATION BY
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 2 of 4



PROPOSED MARION ST. BRIDGE WIDENING
OVER
WILLAMETTE RIVER

River Mi. 84.5 Willamina-Salem Hwy
Marion Co. Oregon
Application by
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 3 of 4



Datum:
U.S.C. & G.S, 1947 ADJ.

NOTE:
High Water elev. 142.4 = 1% frequency
Vertical clearances are to low water elev. 109.6 and to high water elev. 140.0=2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
PROPOSED MARION ST. BRIDGE
WIDENING OVER
WILLAMETTE RIVER
MARION AND POLK COUNTIES
Sec. 22 T. 7 S, R. 3 W. W.M.
April 1980, Sheet 4 of 4

9241

Form 81.734-2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May X, 1980

Salem, OR 97310

FILE: ENV 3

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Willamette River (Salem) Bridges
Marion and Polk Counties

TO: E.S. Hunter
R.E. Royer
C.O. Fredrickson

Attached is the draft of the introduction of the subject FEIS. Since the language and the conclusion is quite critical, I would appreciate your comments on the document. Please review and return to me.

GAP:ct

cc: Bill Cranford w/attach

NOTED
E. S. HUNTER

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5-5-80
Gary: Henderson should discuss this material with the City & C.O.E. to avoid future conflict. Ed.

WILLAMETTE RIVER BRIDGES FEIS
NOTE TO REVIEWERS

Reviewers of the DEIS were informed that traffic estimates used in that document might require upward revisions and appropriate updates in the FEIS. These changes were anticipated because of changes in the Salem Urban Growth Management Plan that led to revisions in the population and employment levels used in the original traffic study. It was assumed that traffic volumes in the project study area would increase because the revised Urban Area population level was slightly higher than originally used, (212,000 versus 207,000).

Since the draft EIS was released, the revised population and employment assignments have been given traffic data equivalents and a new computer test model has been developed. Initial runs of data provided unusually high traffic volume predictions. Some of these volumes greatly exceed what can be reasonably expected to occur given existing and planned land use in the affected traffic zones. While the specific source of the problems has not been determined, it is expected to be a combination of technical problems with the model and overassignments of population and employment in certain traffic zones. It has now been decided that attempting to resolve these problems prior to release of the FEIS is not prudent because there is good reason to believe that the original analysis provided a reasonable (statistically) estimate of future traffic conditions. At this time it is not certain that a revised analysis would provide more accurate data. This conclusion is based on the following facts:

1. In accordance with Oregon land use planning laws, the comprehensive plan for the Salem Urban Area was submitted to the State Department of Land Conservation and Development for acknowledgement at the end of September, 1979. In March, 1980, the plan was found not to be in conformance with several of the statewide land use goals, and was returned to the local jurisdictions for revisions. It is expected to be resubmitted in August of 1980. This means that further revisions in population and employment may be forthcoming, but not for 6 to 8 months. The original traffic estimates were based on the land use plan then in effect--which is a reasonable approximation of that now being proposed. That is, the data in the draft was developed for a Year 2000 urban area population of 207,000, while the new forecast data would use a population estimate of about 212,000. There is no reason to believe now that significant differences will exist.

2. Since circulating the draft EIS and holding the public hearing, Alternative 3, which calls for two 4-lane bridges, has been selected for advancement. Alternative 3 is the only alternative which satisfies project goals. Traffic predictions favor the selected alternative, or even greater traffic capacity than is possible with the proposed two 4-lane bridges. No predictions point to reduced capacity needs.

3. In the long-term, growth in Salem will be self-regulating. By the Year 2000 Salem will need:

a. Less growth than is now predicted, or
b. A third bridge linking West Salem with Salem proper, or
c. More attractors (employment, shopping, entertainment, schools) west of the river, or
d. A substantial change in lifestyles and travel modes (walking, biking, busing, pooling), or
e. Some combination of several of these factors.

For these reasons it is concluded that delaying the Final Environmental Impact Statement to obtain new traffic estimates is not warranted.

9291

L.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 9 #30

TO: MEMO TO FILE

DATE: April 22, 1980

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Study Report
Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion and Polk Counties

An error exists in the cost estimates given in the project summation of the subject report.

The total project cost for Alternative 2 of $26.4 million is correct and includes $1.3 million for right-of-way acquisition.

The $31.2 million for Alternative 3, stage constructing Center Street Bridge, is correct for the bridge construction but it does not include the $1.3 million for right-of-way; therefore, the total project cost should be $32.5 million.

For the option using the Marion Street Bridge as a detour, the construction cost for the bridges should be $28.9 million plus $1.3 million for a total project cost of $30.2 million for right-of-way.

FET:DB:ge

cc: General Files
Region 2
Program Management
Marion County
Polk County
City of Salem
Willamette Area Council of Governments
Gary Potter
J. H. Versteeg
Donald Keyes

Contains Recycled

9291

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ENV 3

April 11, 1980
Salem, OR 97310

FROM: Tony
Anthony J. George, Coordinator
Environmental Sect

SUBJECT: FEIS Noise Study Report
Willamette River (Center and Marion Street) Bridges
Willamina-Salem Highways
Marion and Polk Counties

TO: E.S. Hunter
J.H. Versteeg
Gary A. Potter

NOTED
E. S. HUNTER

Copy to ENV 1 Rec'd

The attached noise study report is both for your approval and for your information. I thought you might like to see a project noise report which does not propose any traffic noise mitigation. We do propose some construction noise mitigation which is more comprehensive than we have proposed in past reports (See Page 12-21 and 22)*. This is in response to EPA comments on the FEIS.

In addition to proposing the construction noise mitigation specifications for this project; I would like to propose that we use these new specifications on applicable future projects and for statewide noise study reports. Therefore, I request your general approval of the construction noise mitigation specifications. If approved, I will modify the statewide noise study report, and we will propose them on a case-by-case basis, just as we do presently for our construction time constraints.

AJG:ct

Attachment

* NOTE: The new construction specifications were modified for ODOT use from the existing City of Portland construction noise ordinance

4-15-80
Gary Potter
Looks ok to me.
ESH

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TECHNICAL SERVICES
APR 11 '80
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

9241

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: Env-3

April 11, 1980

NOTED
E. S. HUNTER

Mr. Russ Abolt
City of Salem
555 Liberty St. S.E.
City Hall
Salem, OR 97301

RE: Willamette River (Center and Marion St.)
Bridges
Polk and Marion County

Dear Mr. Abolt:

I appreciate your letter of April 9, 1980, transmitting the staff report and the notification of the action of the City Council concerning Wallace Marine Park.

I am transmitting for review by you, Mr. McNicoll, and Mr. Maxey, a draft copy of the 4(f) Determination that was prepared as a result of our March 26 meeting and the Council action of April 7th. I would appreciate any comments that City Public Works and Parks might have on the draft. When I have your comments and the tentative schedule you mentioned in your letter, we will finalize the documents and submit to FHWA for approval.

I am also enclosing, for your information a copy of a April 3, 1980, letter from the Department of Interior that indicates their preliminary concurrence with our agreements.

I want to thank you, Mr. McNicoll, and Mr. Maxey for your efforts and cooperation in this matter. Please call me (378-8486) if you have any questions.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:lb

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APR 11 '80
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FOR
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Form 734-3122

"C"

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
CITY MANAGER'S OFFICE
Telephone (503) 588-6254

April 9, 1980

Mr. Gary Potter, Manager
Environmental Section
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Gary:

The following pertains to the Wallace Marine Park Replacement Project and action of the City Council on the 7th of April to accommodate replacement of the .6 acres necessary to be taken from the existing Wallace Marine Park. You should be advised that the attached staff report was adopted unanimously by the City Council, and that administrative staff is following through on the recommendation contained therein.

In addition, staff will be preparing a construction schedule for the Glen Creek improvement that will be forwarded to you by the Public Works Department at a later date. By copy of this I am asking Lou McNicoll, Director of Public Works, to follow up on that aspect.

After you review the attached, should you have any additional questions, please call.

Sincerely,

Russ Abolt
Assistant City Manager

enclosure

cc: Lou McNicoll, Director of Public Works
Bob Maxey, Parks Director
Ed Hunter, Assistant State Highway Engineer

RA:ee

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ENVIRONMENTAL SECTION
APR 2 1 1980

Referred to Manager JP-cy
Proj. Coord. SH Res. Coord. cy
Eng. Coord. S. Adm. Asst.
Sec. File ✓

Dwight — cy 4/10/80
Eb — cy

TO: MAYOR AND CITY COUNCIL

FOR COUNCIL MEETING OF: 4/7/80

THRU: RALPH HANLEY, CITY MANAGER R.W. Hanley AGENDA ITEM NO.: 5i

FROM: ROBERT L. MAXEY, DIRECTOR R Maxey
REGIONAL PARKS AND RECREATION AGENCY

SUBJECT: WALLACE MARINE PARK BRIDGE REPLACEMENT PROPERTY

ISSUE:

The State is preparing the final Environmental Impact Statement for the Center and Marion Street Bridge Project. The proposed improvements will require .6 acres of right-of-way through Wallace Marine Park. Direction needs to be given on how this land can best be replaced.

BACKGROUND:

In the Center and Marion Street Bridge Project, .6 acres will need to be acquired by the State. Since the park was partially developed with Land and Water Conservation Funds, any land taken must be replaced "at least equal fair market value and of reasonably equivalent usefulness and location". In 1978, staff developed a preliminary master plan for Wallace Marine Park, focusing on solving the problem of a new entrance road to the park. A relocated entrance road is recommended by the Parks and Public Works staffs. This preliminary master plan has not yet been reviewed in total with City Council.

Development of a final master plan for Wallace Marine Park is funded for completion prior to June 30, 1980.

FACTS AND FINDINGS:

1. All parties concerned, including the general public, recognize a very difficult traffic congestion problem exists at the existing entrance to Wallace Marine Park. Funds are being requested in 1980-81 fiscal year budget to acquire properties to relocate the entrance road. Source of these funds would be the $3.5 million General Obligation Parks Acquisition Fund.

2. Salem's Public Works Department has determined that the Glen Creek Road access to Wallace Marine Park would best serve the traffic needs.

3. Three basic priorities for land replacement would serve the requirements of the Heritage Conservation and Recreation Service (HCRS) and the City, and are listed in priority order:

   a. acquiring the land necessary for a new access to Wallace Marine Park opposite Glen Creek Road
   b. purchasing a suitable parcel somewhere else on the perimeter of Wallace Marine Park
   c. buying an appropriate parcel adjacent to another city park

4. State Department of Transportation personnel await direction from the City relative to land replacement and would like to determine their specific involvement in completing that transaction. A firm commitment to this end is necessary prior to HCRS writing off on the Environmental Impact Statement.

RECOMMENDATION:

City Council authorize staff to approach the appropriate property owners to bring abo dedication of Glen Creek Road from Wallace Road easterly to the park boundary, and t acquire the necessary property for extension of that road into Wallace Marine Park. Council also authorize staff to open discussions with Southern Pacific Railroad to bring about an improved access through the trestle currently separating the boat basin from the major park property.

RLM:mm
3/27/80
Ward 8
Attachment

PROPOSED NEW PARK ENTRANCE
WALLACE RD
MOYER LANE
VEALE LANE
S.P. RAILROAD
MASSEAVE LANE
PARK BOUNDARY
CITY LIMITS
ELDERLY HOUSING
FIELD GAMES & BALLFIELDS
STATE LAND OVERFLOW PARKING
restrooms
BOAT LAUNCH
GROUP PICNIC
CENTER ST BRIDGE
MARION ST BRIDGE
PROPOSED SWIMMING AREA
WILLAMETTE RIVER
SLOUGH
SHELTER
ORCHARDS
BALLFIELDS
POND
TRAILS
CITY LIMITS
PARK BOUNDARY
N

REGIONAL PARK and RECREATION AGENCY
OF THE SMALL WILLAMETTE VALLEY

PRELIMINARY
master plan expansion
wallace marine park

9291

30

ROAD DESIGN--Preliminary Design 378-6558

Tony J. George, Eng. Coordinator
Environmental Section

April 7, 1980

Adrian Olson
Preliminary Design Engineer

NOTED
E. S. HUNTER

Willamette River (Center and
Marion Street) Bridges
Willamina-Salem Highway
Marion & Polk Counties

Constructing a noise barrier as proposed would appear to be the most feasible alternative for noise mitigation in this area.

Constructing an eight-foot high shoulder wall located at the normal position for a concrete shoulder barrier between stations "WB" 61+50 and "WB" 74+30 Right would cost approximately $275,000, averaging $215 per lineal foot over the 1280 foot length.

There would be no apparent adverse impact to the road design by construction of this wall; however, the view of the parkway and surrounding area would be eliminated.

Considering the high cost of the shoulder wall, it would appear that removing or relocating the bike trail may be a more practical alternative.

This would be a Type 1-A project.

RM:cj

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
4 Trout
Wakerlig

RECEIVED
APR 8 1980
ROAD DESIGN SECTION

3 Hunter

Do Not File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 31, 1980

Salem, OR 97310

FILE:

FROM: Tony Anthony J. George, Eng. Coordinator
Environmental Section

TO: J.H. Versteeg
Head of Engineering

SUBJECT: Final Environmental Impact Statement
Willamette River (Center and Marion Street) Bridges
Willamina-Salem Highway
Marion and Polk Counties

The Environmental Section is currently preparing the Final Environmental Impact Statement for the subject project. A noise barrier designed to mitigate noise levels in Edgewater Park (a small linear parkway north of and parallel to the Willamina-Salem Highway (ORE 22) on the west side of the Willamette River) was addressed in the Draft Environmental Impact Statement. Additional information is needed in order to make a final mitigation proposal to be included in the Final Environmental Impact Statement.

Please evaluate engineering feasibility and costs for a noise barrier located on the shoulder of ORE 22, extending from Station "WB" 61+50 right to Station "WB" 74+30 right. The barrier would be approximately 1280 feet in length, and 8 ~~to 10 feet~~ above pavement in height. In addition to engineering feasibility and costs, please determine any other benefits or problems attributed to the mitigation measure.

The attached drawing shows the location of the barrier. Supplemental information is available in the Environmental Section. Please contact Tim Thex or myself.

AJG:TT:ct

Attachment

CC: Adrian Olson
Tim Thex

Versteeg
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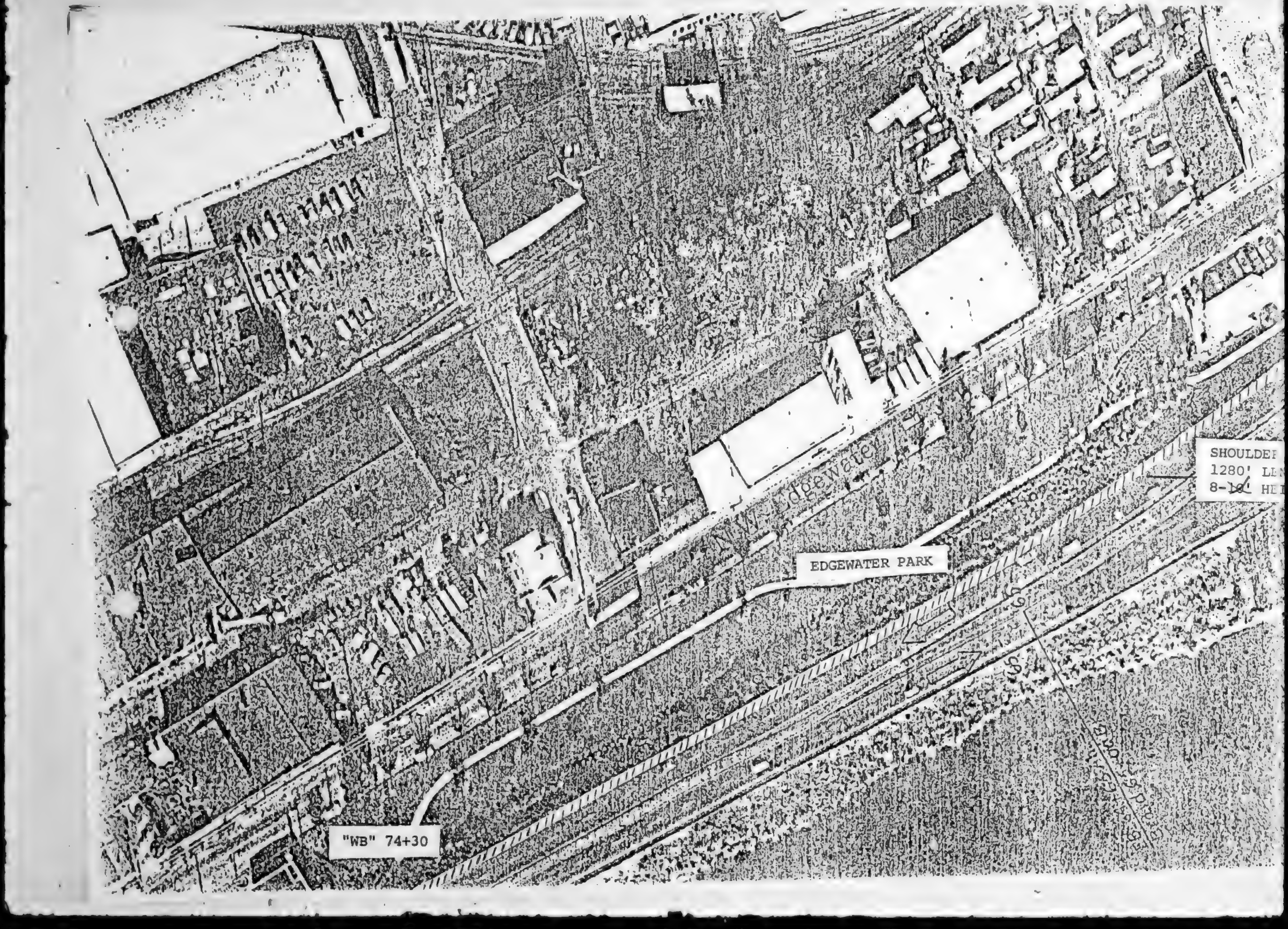
SHOULDER
1280' LE
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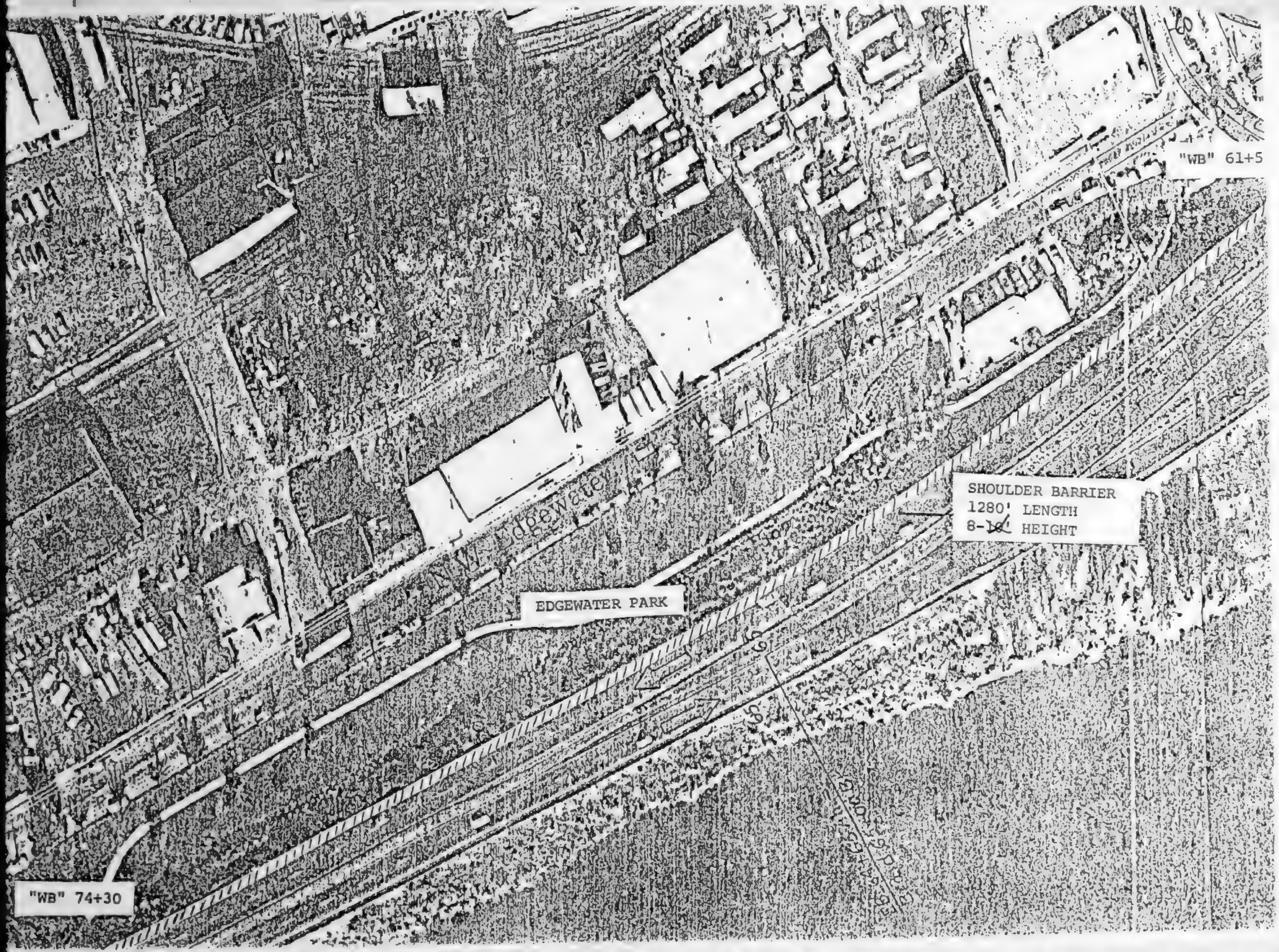
EDGEWATER PARK
"WB" 74+30


"WB" 61+5
SHOULDER BARRIER
1280' LENGTH
8-~~10~~' HEIGHT
EDGEWATER PARK
"WB" 74+30

9291

24-1945

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

April 7, 1980

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Ronald J. Merry
Assistant Director for
Public Works/Engineering
City of Salem
555 Liberty St. SE
Salem, OR 97301

NOTED
E. S. HUNTER

Subj: Center & Marion St. Brs.
Willamina-Salem Hwy

Dear Mr. Merry:

As you know, a corridor-design hearing for the Willamette River (Salem) Bridges was held on December 18, 1979. The comments and questions in your March 21 letter will supplement those we received for inclusion in that hearing transcript which closed 10 days after the hearing.

We are now in the process of finalizing the Environmental Impact Statement and commencing further detailing of the design. I will attempt to answer your questions in order:

1. We definitely plan to provide good, clear, adequate advance signing for traffic from the west on the Willamina-Salem Highway. The city of Salem will have an opportunity to review the signing plans before we proceed with the signing.

2. Our present plans for the westerly end of the Center St. Br. include the lane configuration you suggest. This consists of four lanes entering the structure with two from the Willamina-Salem Highway and the two from Wallace Rd. each continuing on to the four lane structure in its own lane.

3. We presently plan for three lanes from the Marion Street bridge to the Wallace Rd.-Edgewater St. intersection. Two of these lanes will continously flow northbound on Wallace Rd. The other lane enters the signalized intersection. As we further detail our designs, we intend to share and review them with appropriate City personnel.

   We share the City's desire to relocate the Wallace Marine Park access northward to the vicinity of Glen Creek Rd. We will assist in this effort where we can within the constraints of the Federal funding for the basic bridge replacement/bridge widening project.

Continued...

4. We will review the proposed bikeway grades, particularly on the westerly end, and in our more detailed design will seek flatter grades which, as you suggest, are tied directly to the structures at certain points.

5. The bridge plans you have are very preliminary. We intend to provide an economical design compatible with the area. It may not, however, exactly match the design of what will become the old structure on Marion Street.

6. We are aware of the utilities attached to the existing structures and will work with the City to incorporate plans to repair, replace, or expand these facilities.

Please contact me if the above information does not answer your questions or respond to your concerns relative to this project. Be assured that the Highway Division proposes to work with the city of Salem not only on this particular project but all other projects in the city where we share interests.

Sincerely,

C. O. Fredrickson
REGION II ENGINEER

GWW:COF/rgb
cc: E. S. Hunter
Hal Versteeg
Walt Hart

9291

3-80

WILLAMETTE RIVER (SALEM) BRIDGES

WILLAMINA - SALEM HIGHWAY

MARION AND POLK COUNTIES

RECOMMENDATION

The Oregon State Highway Division, after considering the public hearing input, environmental impacts, traffic services and other project amenities, recommends approval of Alternative 3 for the Willamette River (Center and Marion Street) Bridges, Willamina-Salem Highway, Polk and Marion Counties.

Following are considerations used in making the above recommendation:

1. Has the approval of the Citizens' Advisory Committee, West Salem Community Council, Right Bank Design Team, City of Salem and a majority of the public hearing participants.

2. Provides adequate capacity and traffic service for anticipated future traffic volumes.

3. Allows future growth west of the river in accordance with comprehensive and transportation plans.

4. Has environmental impacts similar to Alternative 2.

5. Provides for anticipated needs of both local and regional traffic.

WILLAMETTE RIVER (SALEM) BRIDGES

WILLAMINA - SALEM HIGHWAY

MARION AND POLK COUNTIES

PROJECT SUMMATION

In summarizing Alternatives 2 and 3, two major items become apparent: First is the funding designated for widening the Marion Street Bridge and second is the possible change in future travel modes.

If, for instance, Alternative 2 with a three-lane Marion Street Bridge is selected for approval, the 5.4 million dollars* of transfer funds would be adequate for the estimated 5.1 million dollar cost to widen the bridge. Further, the selection of a three-lane Marion Street Bridge would preclude its use as a detour during construction of the Center Street Bridge, which in turn would also preclude a possible savings of 2.3 million dollars.

A three-lane Marion Street Bridge would provide adequate capacity for present-day traffic, except during peak traffic periods when minor weave problems and congestion could occur. As traffic volumes increase in the future, the weave problems and congestion would be more evident; however, a three-lane bridge would provide adequate capacity for the near future.

Another aspect to consider in selecting a three- or four-lane Marion Street Bridge is future traffic volume increases. At the present time, future traffic volumes are difficult to predict because high fuel costs and dwindling supplies could result in a drastic change in travel modes that could lessen the demand for a four-lane bridge. However, if a three-lane Marion Street Bridge is approved and constructed based on the assumption that future traffic volumes will not increase as expected and it is then determined that a four-lane structure is needed, the cost of building the additional lane will probably equal or exceed the initial widening costs.

If Alternative 3 with a four-lane Marion Street Bridge is selected for approval, the major constraint would be funding, as the 5.4 million dollars of transfer funds would be far short of the estimated 11.2 million dollar construction costs. The 5.8 million dollar cost differential could be reduced to 3.5 million dollars if the Marion Street Bridge is constructed first and used as a four-lane two-way detour.

The four-lane Center Street Bridge anticipated under either Alternative 2 or 3 does not have any apparent funding problems, nor will it have any capacity problems. The primary concern involves the manner in which the construction work is staged and delays that may result from the staging.

On Alternative 2 the 20 million dollar Center Street Bridge would require three construction stages: the first stage would include the piers, footings and two lanes of the new bridge; the second stage would be removal of the existing bridge; and the third stage would include completion of the bridge. This staging pattern would delay the start of construction on the Marion Street Bridge by 1 1/2 to 2 years as the existing bridge would have to be retained essentially as is to serve pedestrian and bicycle traffic. The total project cost for Alternative 2 would be 26.4 million dollars.

On Alternative 3 two staging patterns for the Center Street Bridge construction are available. One pattern would be the same as outlined for Alternative 2 and would have a total project cost of 31.2 million dollars. The other pattern would include the following sequences:

1. Widen Marion Street Bridge to four lanes;
2. Convert the four-lane bridge to two-way traffic;
3. Remove existing Center Street Bridge; and
4. Build new four-lane Center Street Bridge for a total project cost of 29.8 million dollars.

This pattern of staging would delay construction on the Center Street Bridge about one year.

* All costs are based on December 1979 dollars.

WILLAMETTE RIVER (SALEM) BRIDGES

WILLAMINA - SALEM HIGHWAY

MARION AND POLK COUNTIES

PROJECT PURPOSE

The purpose of the proposal is to replace an/or modify the existing Marion and Center Street Bridges in order to provide adequate capacity for present local and regional traffic, as well as capacity for anticipated increases in future traffic.

This would be accomplished by replacing the Center Street Bridge, widening the Marion Street Bridge, modifying the bridge approaches, and building new connecting ramps to and from Front Street for both bridges.

PROJECT SETTING

The project is located on Oregon State Highway #22 within the city limits of Salem where traffic crosses the Willamette River. The bridges act as a one-way couplet with the Center Street Bridge serving eastbound traffic and the Marion Street Bridge serving westbound traffic.

The bridges are the only river crossing in Salem and serve local traffic between Salem proper and the suburbs of West Salem, as well as serving inter-regional traffic between the Cascade Mountain area to the east and the Pacific Coast area to the west.

Other river crossings in the vicinity include a bridge at Independence, some 12 miles southerly, while to the north about 12 miles is the Wheatland Ferry, and a bridge at Newberg some 30 miles away.

EXISTING FACILITIES

The existing two-lane Center Street Bridge has 24 feet of horizontal clearance, 15 feet 11 inches of vertical clearance at the structural arch above the center span, 68 feet of navigational clearance and is 2,184 feet long.

The bridge dates back to 1917 when the footings and piers were constructed. The deck and surfacing were replaced in 1924 and received major modification in 1953. In 1977 an off-ramp from the bridge to Front Street was added.

The bridge also requires extensive annual inspection, as well as expensive maintenance due to its age and the high volumes of traffic it serves.

The existing two-lane Marion Street Bridge, built in 1953, has 26 feet of horizontal clearance, 68 feet of navigational clearance and is 2,393 feet long.

The Marion Street Bridge is structurally sound and has no pressing maintenance problems nor load restrictions. The narrow width does, however, present some restrictions to the high traffic volumes, particularly during peak periods or when an accident occurs on the bridge.

PROJECT ALTERNATIVES

Three alternatives are being advanced for the project.

Alternative 1 (no-build) would leave the existing bridges, approaches and traffic patterns the same as they are at the present time. It would allow ongoing inspection, maintenance and major repairs in case of an accident.

Alternative 2 (build) would widen the Marion Street Bridge to three lanes (38 feet) and replace the Center Street Bridge with a new four-lane (52 or 56 feet) structure.

Alternative 3 (build) would widen the Marion Street Bridge to four lanes (52 or 56 feet) and would replace the Center Street Bridge the same as Alternative 2.

A structure designed to carry four lanes of traffic may be 52 or 56 feet wide depending on the width of the shoulders. Actual bridge widths will be determined during the final design phase of the project; however, all preliminary cost estimates are based on 56-foot bridges.

Additional features in both Alternatives 2 and 3 are approach ramps to and from Front Street, modification of the westerly approaches, and pedestrian/bicycle facilities.

ADDITIONAL ALTERNATIVES

Three additional alternatives for this proposal were studied and rejected for various reasons.

Third Bridge in New Corridor

This alternative considered a new bridge in a location other than the present crossing. A study of other corridors indicated that a new bridge in another location would not be desireable due to excessive costs, not only from the bridge itself but from the need to improve connecting streets. This in turn would bring about extensive environmental impacts.

Two, Two-Way Bridges

This alternate would have replaced the Center Street Bridge with a new four-lane structure to be used as a two-way crossing serving traffic to and from Highway #22. The Marion Street Bridge would have been widened to a four-lane structure to be used as a two-way crossing to and from West Salem (Edgewater Street and Wallace Road). It was determined that this system would not provide satisfactory levels of service or adequate capacity due to its connecting with the one-way grid system in downtown Salem.

Wide Two-Way Single Bridge

With this alternative a new, single, eight-lane bridge would have been constructed between the present bridges. The Center Street Bridge would have been removed while the Marion Street Bridge would have been retained for possible use as added capacity, exclusive transit lanes or access for emergency vehicles. The alternative was not considered feasible due to its excessive costs, environmental impacts and difficulty in connecting both ends to the existing street patterns.

TRAFFIC SERVICES

The present bridges serve about 48,000 vehicles on an average weekday (AWD) with 24,000 in each direction. Traffic approaching the Center Street Bridge is divided almost equally between Highway #22 and Wallace Road; traffic approaching the Marion Street Bridge has about 16,000 vehicles entering from Marion Street itself and 8,000 vehicles entering from Commercial Street. Peak hour volumes generally occur between 7 and 8 a.m. and 4:30 and 5:30 p.m., and usually amount to about 10 percent of the average daily traffic.

Future traffic volumes are uncertain at this time, however, recent studies indicate there could be 90,000 average weekday trips on the two bridges by the year 2000. Attainment of future population growth west of the river could raise the average weekday volumes somewhat; however, energy shortages could force people to carpool or use mass transit which could lower the average weekday volumes.

ENVIRONMENTAL IMPACTS

While each of the alternatives have numerous impacts, those involving the no-build alternative are somewhat different than those resulting from either of the build alternatives. The impacts from the build alternatives are very similar and the differences are a matter of degree, quantity and timing. Following is a summation of the impacts for each alternative with a more complete analysis available in the Draft Environmental Impact Statement for the proposal.

The primary impacts associated with Alternate 1 involve future traffic services and growth west of the river. The increase in future traffic volumes could result in extended peak-hour congestion, decreased service levels, increased potential for accidents, adverse conditions for mass transit, deterioration of air quality, increased noise levels, and increased response time for emergency vehicles.

Future growth west of the river, both residential and business, could be inhibited by the extended peak-hour congestion and the decreased level of service. Further restrictions to future growth could result from lack of adequate mass transit and emergency services.

Present land use and transportation plans anticipate additional bridge capacity; therefore, a no-build alternate is not consistent with land use planning.

As stated previously, impacts on Alternatives 2 and 3 are similar and vary in degree, quantity and timing. The impacts do, however, fall into two categories, i.e., short-term construction impacts and long-term post construction impacts.

Short-term impacts include, but are not limited to: traffic delays and inconveniences, out-of-direction travel, increased accident potential, increased air pollution and noise levels, stream turbidity, added energy consumption, disturbance of park and recreation lands, and inconvenience to bicycle and pedestrian traffic.

Long-term impacts include, but are not limited to: improvement of traffic services, enhancement of emergency services, decreased accident potential, savings in energy comsumption, conversion of private property to public right-of-way, displacement of businesses, growth west of the river, improved air quality, and consistency with land use and transportation plans.

PUBLIC IMVOLVEMENT

The proposal has been the subject of meetings with interested parties such as a Citizens' Advisory Committee, Transportation Advisory Committee, Heritage Conservation and Recreation Service, Salem Planning Department, Marion County Planning Department, Federal Highway Administration, Mid-Willamette Council of Governments, Fish and Wildlife Agencies and a public hearing.

PUBLIC HEARING

A public hearing for the proposal was held at the Salem Civic Center on December 18, 1979 at 7:30 p.m. with approximately 18 persons present.

Five of the above 18 persons presented oral testimony at the hearing, all favoring Build Alternative 3. These included the Citizens' Advisory Committee and the West Salem Community Council. Five written comments were received after the hearing with two, the Right Bank Design Team and the City of Salem, favoring the Build Alternative 3. (See summary of hearing comments).

WILLAMETTE RIVER (SALEM) BRIDGES

WILLAMINA - SALEM HIGHWAY

MARION AND POLK COUNTIES

HEARING SUMMATION

A public hearing on the Willamette River (Salem) Bridges was held at the Salem Civic Center Council Chambers on December 18, 1979 at 7:30 p.m.

Five of the approximately 18 persons present at the hearing presented oral testimony with all five favoring approval of Alternative 3. In addition to the oral testimony, five written documents were received with four persons favoring approval of Alternative 3 and one person favored a bridge in the Mission Street Corridor.

The above testimony included comments from the project's Citizens' Advisory Committee, West Salem Community Council, City of Salem and private citizens.

Marioh County responded to the project prior to the public hearing, however, they did not indicate a preference of alternative. The county stated that their concern involved the area's overall transportation network and that a bridge in a different corridor would probably best serve that need. They also indicated that a third bridge could be a separate project, therefore, consideration of the proposal should proceed.

WILLAMETTE RIVER (SALEM) BRIDGES

WILLAMINA - SALEM HIGHWAY

MARION AND POLK COUNTIES

SUMMARY OF HEARING COMMENTS

Comment: Further study is needed to solve the traffic problems of the Edgewater Street-Wallace Road intersection.

Response: The Highway Division is well aware of the present traffic problems at this intersection. Planned improvements of the bridge approach ramps along with intersection modifications should relieve the majority of these problems. Further relief will result if the proposal to relocate the access to Wallace Marine Park becomes a reality.

Recommend: Continue investigating further improvements during the final design stage.

Comment: The continued mixing of pedestrians and bicycles on the same facility creates a potential for accidents between the two.

Response: The Highway Division realizes there is a problem where pedestrians and cyclists must use the same facility. However, in this case there is no ready or feasible alternative available as the steep grades on the bridges would inhibit most riders from using the traffic lanes.

Recommend: Continue with proposal as planned.

Comment: The site model for the Right Bank riverfront proposal shows a separate pedestrian/bicycle bridge suspended between the two main traffic bridges and this concept should be included in the project design.

Response: This separate suspended bridge design is an architectural idea and has never been considered a viable segment of the bridge improvement proposal. The prime reason for not including this idea in the proposal is of course funding. The cost of this type facility would be adverse to ORS 366.514 (2)(b) in that the cost would be disproportionate to the need and probable use. Further, suspending the facility at a grade lower than the proposed bridge grade would probably necessitate an extensive study of navigational needs on the river. This in turn would increase project costs and could even delay the project if an additional hearing is required.

Recommend: Continue with proposal as planned.

Comment: A new bridge should be located in a Mission Street Corridor.

Response: A new bridge in another corridor was the subject of an extensive study conducted in 1974. At that time it was determined that a bridge in the Mission Street Corridor would generate excessive costs and extensive environmental impacts, therefore, all plans for a new bridge in another corridor were dropped from further consideration.

Recommend: Continue with proposal as planned.

Comment: Extend structure work through the Edgewater Street-Wallace Road intersection so traffic signals can be eliminated and free-flow traffic moves attained.

Response: Through the project's preliminary design several alternates were investigated which would modify the intersection and attain a relief of the present traffic congestion. Any plan that would provide free-flow moves for all traffic would be overly expensive and would require the displacement of a number of businesses along Edgewater Street.

Recommend: Continue with proposal as planned.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

December 18, 1979
7:30 p.m.
Civic Center Council Chambers
555 Liberty Street S.E.
Salem, Oregon

RE: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion and Polk Counties

MR. CHARLES O. FREDRICKSON: Good evening, ladies and gentlemen. It is 7:30 p.m., December 18, 1979, which time has been designated for the corridor-design hearing on the Willamette River (Salem) Bridges crossing the Willamette River on the Willamina-Salem Highway between Marion and Polk Counties.

I am Charles Fredrickson, Region 2 Engineer for the Highway Division of the Oregon Department of Transportation, headquartered in Salem. I will act as hearing officer this evening.

At the table with me this evening are Mr. Gerald Wimer Construction Engineer for Region 2 and Mr. Jim Dixon, Right of Way Supervisor from the Region 2 Right of Way office. The proceedings this evening are being recorded by Michelle Duval, Clerical Assistant assigned to Region 2; and we are being assisted by Mr. Phil Stearns, Region 2 Federal Aid Engineer; Mr. Eddie Welsh, Region 2 Environmentalist and Action Plan Coordinator; and Mr. Loren Weber, Locating Resident Engineer for the State Highway Division stationed in Salem, and other personnel from the Region 2 office. (There were approximately 18 other persons present.)

The hearing this evening is being conducted in compliance with appropriate Federal regulations and the Oregon Highway Division's Action Plan, under which we are operating. The purpose of this hearing is to present the findings of a study made to determine acceptable alternatives for the replacement of the Center Street Bridge and an improvement in the traffic handling capability of the two bridges crossing the Willamette River on the Willamina-Salem Highway.

Two alternatives have been developed for this facility in addition to a Do.Nothing alternative. We will explain the characteristics of each of these alternatives and will also explain relocation benefits and right-of-way acquistion procedures which will be followed if this hearing results in the ultimate construction of a facility as described in either of these alternatives or in accordance with alternatives suggested by the results of this hearing.

We will receive testimony either for or against the project, and for or against the alternatives presented or other alternatives which may be proposed if such are offered. We are here to obtain

your comments and your ideas on this project and we encourage you to express your opinions so that a representative evaluation may be made.

These alternatives were developed with the cooperation of a Citizens Advisory Committee composed of people in the area who donated their time to provide us with information on what problems existed and what could be done to correct these problems. Their suggestions were considered, as were traffic handling and safety problems, and the two alternatives being presented are an approach which we feel will address each of these considerations. We appreciate the time and effort this group gave in order to solicit citizen input and bring up public concern.

Qualified personnel from the Highway Division were available from 3 p.m. to 5 p.m. today in the library conference room to provide information and answer questions about this project and the proposed alternatives. They are here this evening, and should you have questions, we request that you contact them and obtain information from them rather than including these questions as part of the hearing testimony. They are located up here in this corner of the room and have a facility in a small room at the south side of the building.

Upon completion of evaluation of the statements received on the proposed project, information developed in support of the project or in support of other alternatives to the project, will be evaluated. This information will be available for public inspection and copying at the Salem headquarters of the State Highway Division.

As you entered the hearing room, you were handed a registration card. Each person is requested to fill out the registration card and if you wish to make a statement at this hearing, please mark the card and we will call upon you. If you wish to make a written comment on the back of the card or submit a written document, either will become a part of the hearing records. All those who submit cards will receive a copy of the hearing transcript.

If you do not wish to make a statement here, you will have ten days from today to submit written comments. These letters can be addressed to the Department of Transportation, Commission Services, Room 121, State Highway Building, Salem, Oregon, 97310, or can be sent to the region office in the self-addressed, prepaid envelopes available from the person who gave you the registration card. Any written statements received within this ten-day period will be made a part of the hearing record.

As I indicated, this is a corridor-design hearing and is being held for the purpose of examining alternate proposals for the construction of a facility at this location. These alternatives are shown on the hearing map. Should additional alternative proposals be received at this hearing, they too will be evaluated and considered in the final design of the project. The impacts of this proposal are discussed in the Draft Environmental Impact Statement for this project.

In addition to the two alternative proposals for construction, a No Build Alternative is being considered as a basis for comparing impacts.

Mr. Jerry Wimer, Construction Engineer for Region 2 of the Oregon State Highway Division, will now present the proposals being considered at this time. Mr. Wimer.

MR. GERALD WIMER: Thank you, Mr. Fredrickson. Ladies and gentlemen.

The proposals consider replacing the Center Street Bridge and widening the Marion Street Bridge to provide modern structures for traffic crossing the Willamette River on the Willamina-Salem Highway, better known to you as Highway 22.

The existing Center Street Bridge, built in 1917, is geometrically inadequate for present-day traffic volumes and loads. It also requires constant maintenance and repairs. The Marion Street Bridge, built in 1952, is structurally sound but does not have adequate roadway capacity for present and projected traffic volumes.

Additional crossings of the Willamette River in the Salem Urban Area have been studied for a number of years. Each of the other six corridors previously studied was much more costly than funds available. Currently $4,817,000 of Interstate Transfer Funds from the withdrawn I-305 project are committed to a third lane on Marion Street Bridge plus construction of approach ramps. Replacement of the Center Street Bridge is eligible for funding through Special Discretionary Bridge Replacement Funds made available by the Surface Transportation Assistance Act of 1978. These discretionary funds can only be utilized for the purposes indicated and cannot be used for the construction of any additional bridge at another location.

The Oregon Department of Transportation furnishes the 20% local match required for Special Bridge Replacement Funds utilized on the State Highway System. Commission policy requires local sources provide the 15% match of Interstate Transfer Funds contemplated for widening Marion Street Bridge and construction of its approach ramps. To assist, Mr. Weber will point out the alternatives.

Three alternatives are being advanced for consideration:

1) Alternate 1 is the No-Build Alternate

2) Alternate 2 provides a three-lane Marion Street Bridge and a four-lane Center Street Bridge.

3) Alternate 3 provides four-lane structures at each of these existing sites.

The No-Build Alternate leaves the existing bridges in their present condition, but provides for on-going bridge inspection, maintenance and repairs. Traffic congestion and accident potential would increase as traffic volumes increase in the future.

Alternatives 2 and 3 are the same except for the treatment of the Marion Street Bridge. On both these construction alternatives, the Center Street Bridge would be replaced by a new four-lane structure with a sidewalk for pedestrians and bikes on the northerly side. These alternatives also include modification of the Wallace Road-Edgewater Street intersection and connection; a new ramp from Highway 22 to the west end of the Center Street Bridge; new ramps on the east bank from the Center Street Bridge to Front Street, and from Front Street to Marion Street Bridge.

With Alternate 2 the Marion Street Bridge would be widened to accommodate three traffic lanes, without sidewalks or bikepath.

With Alternate 3 the Marion Street Bridge would be widened on the southerly side to accommodate 4 traffic lanes, leaving the existing sidewalk on the northerly side for pedestrians and bikes.

Each of the four-lane bridge alternatives would be either 52 or 56 feet wide. Actual width will be determined during the final design phase. The three-lane Marion Street Bridge, Alternate 2, would be 38 feet between curbs.

Construction staging has not been determined at this time. Widening of the Marion Street Bridge could be performed under traffic by shifting vehicles from one side to the other. The Center Street Bridge, being a complete replacement, could be accomplished by building half of the new bridge along side the existing bridge, placing traffic on the new portion, removing the existing structure, and then building the remaining half.

Another possibility would be to widen the Marion Street Bridge first and use it for two-way traffic while the Center Street Bridge is being built. The latter plan could substantially reduce the cost of the Center Street Bridge, but not overall costs, and is somewhat dependent upon the use of discretionary funds towards providing sufficient width on the Marion Street structure to accommodate two-way traffic.

The build alternatives require additional right-of-way which displaces three businesses and a billboard but no homes. The build alternatives will have minor long-term affects on Marion Square, Gilbert House, and Wallace Marine Park in addition to short-term or temporary construction impacts as described in the Draft Environmental Impact Statement available here tonight on the back ledge.

Preliminary studies indicate the estimated cost of Alternate 2 will be about 26 million dollars and Alternate 3 will be about 30 million dollars.

The Final Environmental Impact Statement should be available within 2 to 6 months.

The Right-of-Way negotiations should be completed by February, 1982, and the construction underway in 1982 and 1983.

Seeding, mulching, or landscaping sufficient to maintain the aesthetics of the area will be made a part of the project. Also, signing, lighting, and traffic control devices to protect the public during and after construction will be made a part of the project.

MR. FREDRICKSON: Thank you, Mr. Wimer. Jim Dixon, Right of Way Supervisor for Region 2, will now discuss right-of-way acquisition procedures and relocation benefits. Mr. Dixon.

MR. JIM DIXON: Thank you, Mr. Fredrickson.

Either one of the build alternatives for this project would require some real property to be purchased for right of way. Unless minor final design changes occur, the needed right of way is the same for each built alternative.

To accomplish the construction, four separately owned parcels of land would have to be purchased. The buying of these tracts would cause the complete displacement or relocation of integral parts of three businesses plus one outdoor advertising billboard. The businesses involved are Custom Auto Trim, Commercial Business Supply and Roberson Motors.

No occupied residential units would need to be purchased for the project.

An explanation of the right-of-way acquisition process is contained in a leaflet, "Acquiring Land for Highways and Other Public Projects". (Form Rev. 12-77) This leaflet, which we have available here tonight, contains information regarding public hearings, the appraisal procedure, the definition of market value, procedures for acquisition, and handling payments for property, and an explanation of eminent domain.

Another leaflet, which we have here is entitled, "Moving Because of the Highway or Other Public Projects" (Form No. 81-734-3772) and it explains the benefits of the 1970 Uniform Relocation Act, available to relocatees on a project.

Relocation benefits would be available for this project and paid to those displaced businesses who qualify. Relocation benefits are paid in addition to payments for real property. The benefits are numerous ranging from moving payments to assistance in finding a new location. These benefits, along with the explanation of procedures for making an appeal in the event of dissatisfaction with any part of the relocation program, are explained in the moving leaflet.

I estimate that the time to acquire the necessary additional right of way would be twelve months from the date I receive authorization to start right-of-way activity.

This twelve-month period would permit adequate time for appraisal, acquisition and relocation. No person lawfully occupying

real property shall be required to vacate his property without at least 90-days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-days' notice will not be given until the property owner has been paid for his property.

It is important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced or a notice to vacate has been received from the State.

The right-of-way program for this project will be under my supervision. My name is Jim Dixon and my office is located at the East Salem Highway Building, 2960 State Street, Salem, Oregon. The telephone number is 378-2641. (The leaflets mentioned above are available at this location.) Thank you. Mr. Fredrickson.

MR. FREDRICKSON: Thank you, Mr. Dixon.

We will now begin taking testimony relative to the Willamette River (Salem) Bridges, Willamina-Salem Highway, Marion and Polk Counties.

I have before me cards picked up from the audience upon which some of you have indicated a desire to testify with regard to this project. You will be called in the order in which these cards were received. I encourage you to feel free to express your opinions and offer your suggestions. We appreciate the fact that a formal proceeding of this type may tend to inhibit people from expressing themselves, and sincerely hope that none of you feel that way this evening.

Upon being called to testify, please come to that center microphone there and speak directly into it so that your testimony may be recorded as part of the hearing transcript. It would also be helpful if, upon beginning your statement, you state your name and the name of the organization, if any, that you represent.

Charles Farris. Could you come to this mike down here, that's as far as our recorder mike will reach.

MR. CHARLES FARRIS: My name is Charles Farris and I represent West Salem Community Council - I'm the Traffic Chairman, and at our Town Hall meeting last night the Community Council, by motion, voted to support Alternative 3.

It is felt that this would be the most feasible alternative for several reasons; one being, the four lanes on the Marion Street Bridge would be more adequate to handle the future traffic loads to meet the possible growth in West Salem.

Another reason being that this alternative provides a walkway and bicycle - sidewalk or bicycle lane on both bridges which it would be desirable, and also that there would be a better chance with four lanes going into West Salem to keep one lane open in case of a mishap and the necessity to get emergency vehicles from the east side into West Salem. And these were the major reasons for supporting the third alternative.

A couple concerns as the design progresses, whichever alternative becomes the final one, that I would like to mention, are: One, the problem of getting traffic off of Edgewater and Wallace Road onto the Center Street Bridge, and off of the Marion Street Bridge onto Wallace and Edgewater, should be carefully looked at when the design is made. We understand that this is a design problem, there is a problem there, and not being engineers or traffic people, don't really have a solution to this problem, but want to emphasize the importance of proper design in this location.

And, one other concern, not a real serious one, but was mentioned, is the fact that there will be bicycles and pedestrians both on the same walkway. Granted, I understand they will be wider than they presently are, but anything that could be done to eliminate or lessen problems of bicycles and pedestrians on the same sidewalk should be addressed, if possible.

In summary, the West Salem Community Council supports the third alternative. Thank you.

MR. FREDRICKSON: Thank you, Mr. Farris. Jim Dimit.

MR. JIM DIMIT: My name is Jim Dimit. I'm a citizen representing myself and I reside at 1310 Norway, N. E. in Salem. I'm in favor of Proposal 3; one of the basic reasons that I am is that I build and develop in West Salem. Over the last four years, the growth and the development that's taken place has accomplished the Council of Governments' projections almost 20 years prematurely. And I notice that you were projecting, or the Council of Governments were projecting, 20,000 person population in the year 2000; however, the Council of Governments has since updated that projection to be approximately 29,000 to 30,000 people.

So I think you can see the additional capacity that's going to be needed for the bridge and also the cities of Dallas and the surrounding areas of Polk County are increasing quite considerably, and I think that, as I remember it, I think it's just been since 1956 when there was a recommendation that a third bridge be built but this has been an ongoing process. I think that at this time that we, as citizens of Salem, should at least take advantage of all the bridge we can get and I am in support of the Alternative 3 for the various lanes. Thank you.

MR. FREDRICKSON: Thank you, Mr. Dimit. Sharyn Brunkal.

MS. SHARYN BRUNKAL: I am Sharyn Brunkal. I'm a member of the Project Citizen's Advisory Committee. We've been meeting since last February on this, and our statement - our alternative selected by consensus of the Committee was Alternative 3. This conclusion was reached after many public and Committee meetings held at various locations in affected areas of Salem.

Input from private citizens, public groups, city, county, and other government officials, including police and fire department was considered.

Alternative 3 with the separated 10-foot pedestrian bikeway will most closely give the optimum facility, provided that the recommended access and egress to Wallace Marine Park be facilitated in conjunction with the bridge construction. Thank you.

MR. FREDRICKSON: Thank you, Sharyn. Ernest Monner.

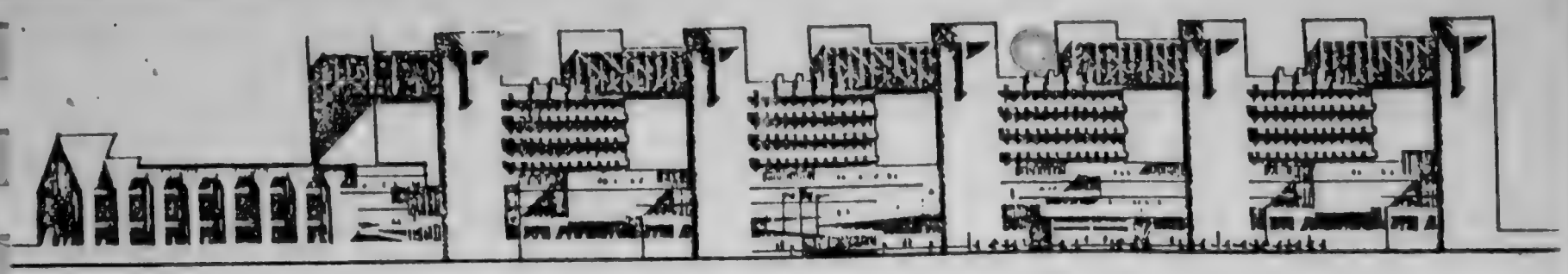
MR. ERNEST MONNER: I'm Ernest Monner and I own the property at Salem Tent & Awning and I'm in favor of Proposition 3 there. It really makes more sense, although I'm real concerned on the west end access off the bridge, it's kind of a complicated situation there where the park and our place of business is, and I'm no engineer or anything like that, but there should be some kind of a remedy there to handle that traffic if you do put it - two-lane traffic off the bridge onto Wallace Road. That about sums it up. Thank you.

MR. FREDRICKSON: Thank you, Mr. Monner. This completes the testimony of those persons who indicated a desire to speak on the cards which were submitted. Does anyone else wish to offer testimony at this time? Yes Sir.

MR. WARREN COOMBS: My name is Warren Coombs. I reside in West Salem and I, too, am very much in support of Proposition 3, and I would like to offer a suggestion - I was at the meeting last night in West Salem and I would like to mention again the fact - maybe it's already considered - that the west end of the bridge coming off of Marion Street Bridge, two lanes of traffic to Highway 22, of course, the other two, one could be Edgewater, the other could be Wallace Road, with the curve down into the Marine Park, but the part that I'm particularly interested in is, the present time there is such a bottleneck there for traffic, could it not be continued instead of coming down - dropping down now as it does to Wallace Road - could it not be continued - elevated until it reaches past the incoming Wallace Road that feeds onto Center Street Bridge, carry that on, eliminate the traffic lights there so that you have free-flowing traffic to all areas and I just - then too, another suggestion on the bicycle and pedestrian - probably this has already being thought of - considered - but it it's wide enough, other places in other areas they have a painted line that would separate the bicycle and the pedestrian and a one-way for the bicycle to go with the traffic of the bridge. Now pedestrians are going to mix both ways but bicycles would create a problem if they were two-way on the bridge.

I think one-way with each bridge and separated from the pedestrians and then, of course, I'm sure this will already be included, is some sort of protection for the pedestrian from the traffic because through the Summer months, and so forth, Spring and Fall, you have dust problems for those who are walking with the passing cars and then through the Fall and Winter, and so forth, you have the water problem that I feel the pedestrians need to be protected from that. And this is what I have to offer. Thank you.

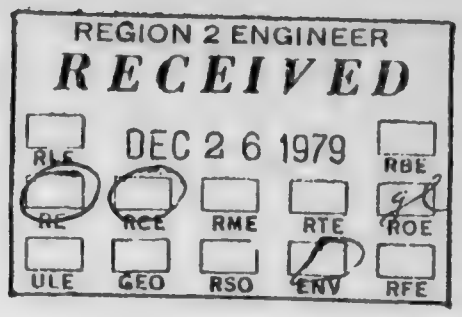
MR. FREDRICKSON: Thank you, Mr. Coombs. Does anyone else have testimony to offer this evening? I advise you again that written testimony will be received for ten days following this hearing, and that any testimony received within this ten-day period will be included as part of the hearing transcript. If there are no others present who desire to testify, I declare this hearing closed. It it 7:57 p.m., December 18, 1979.



RIGHT BANK DESIGN TEAM

December 21, 1979

Mr. C. O. Fredrickson
Region Engineer & Hearings Officer
P. O. Box 14030
Salem, OR 97310



Dear Mr. Fredrickson,

As a delayed followup to the Public Hearing of December 18, 1979 on the Marion and Center Street Bridge improvements, I am objecting to the approved design concept for handling bike and pedestrian traffic on the ten-foot wide right-of-way on the Center Street Bridge.

In the site model for the Right Bank riverfront proposal, a separate pedestrian/bikeway bridge is shown suspended between the two main traffic bridges. This new bridge, halfway between and connecting Wallace Marine Park on the west with a possible north downtown transit terminal, allows for good observation of pedestrians and bikers from both directions of moving traffic as well as being quieter and safer for all concerned users.

The Right Bank Design Team suggests that your bridge design team seriously consider the above outlined design concept in your now approved 3rd Alternative.

Sincerely,

James Stanek

James Stanek, Architect
dba Right Bank Design Team

cc: Gov. Victor Atiyeh
Sen. Mark Hatfield
c/o Jerry Frank

James Stanek, Architect
3350 Argyle Drive South
Salem, Oregon 97302
(503) 362-9616

Charles E. Hawkes, AIA
1110 Saginaw Ave. South
Salem, Oregon 97302
(503) 588-1895

Mel Kroker, Architect
30 N.W. 23rd Place
Portland, Oregon 97210
(503) 222-1771

CITY OF SALEM, OREGON
City Hall / 555 Liberty St
Zip Code 97301
Public Works Department

December 19, 1979

REGION 2 ENGINEER
RECEIVED
DEC 2 1 1979
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

Mr. C. O. Frederickson
Region Engineer
P.O. Box 14030
Salem, Oregon 97310

SUBJECT: Comments on Draft E.I.S. for Marion Street and Center Street Bridges

Dear Mr. Frederickson:

The following Traffic Division staff comments on the above subject are being forwarded to your office per City Council direction.

After reviewing the bridge Draft E.I.S. the Traffic Division determined that certain concerns should be addressed in the final E.I.S.

The shift in traffic volume from Commercial Street and Liberty Street (existing to Year 2000) is indicated in the Draft. The roadway which receives the additional traffic is not stated in the E.I.S.

The traffic volume on the Center Street Bridge to Front Street Ramp (Year 2000) is seen as being estimated high considering (1) alternative routes (2) traffic control and (3) geometrics of the ramp.

The E.I.S. recognizes that the "capacity" of the bridges is constrained by signalized intersections at east and west ends of bridges. Low volumes stated for Year 2000 alternatives 2 and 3 result in acceptable capacities for intersection with Liberty Street and Commercial Street. Traffic Division estimates the level of service, Year 2000, with alternative 3 for the following intersections:

Intersection	Level of Service* ODOT Estimate	City Estimate
Commercial Street & Marion Street	C-D	E-F
Liberty Street & Marion Street	C-D	E-F
Liberty Street & Center Street	C-C	E

The E.I.S. should discuss the effect of an interconnected responsive traffic signal control system on improving street system capacity east of the bridges.

It is requested that the Traffic Division's concerns be responded to in the final E.I.S.

Traffic Division concurs with the E.I.S. recommendation that alternative 3 with four lanes on both bridges should be the recommended alternative.

Should you have any questions related to the above, please contact this office.

Very truly yours,

BRUCE F. SCHAFER
City Traffic Engineer

BFS:skl

cc: Lou McNicoll, Director of Public Works
Ralph Lambert, Project Engineer

PROJECT CITIZENS ADVISORY Committee

Steven Brumble

CITIZENS ADVISORY COMMITTEE-STATEMENT FOR [illegible]/CITY OR BRIDGE

Alternatives considered: 1. No build
2. 4 lane Center, 3 lane Marion
3. 4 Lane Center and Marion

Alternative selected by persons a of Committee was Alternative 3.

This Conclusion was ~~arrived~~ Reached after ~~several~~ many public [redacted] and committee meetings held at various locations in affected areas of Salem.

Input from private citizens, public groups, city, county and other government officials including police and fire depts, was considered.

Alternative 3, with the seperated 10 foot pedestrian bk bike-way, will most closly give the optimum facility pr o-vided that the reccommended access and egress to Wallace Marine Park be facilitated in conjunction with the new bridge construction.

REGION 2 ENGINEER
RECEIVED
DEC 18 1979
RLE RGE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

Kevin M. E. Sullivan Junior
3649 A. 54th Ave. N.E.
Salem, Marion, Oregon
December 11th, 1979
Zip Code 97303

Eddie Y. Welch

Received your letter regards too Marion D Center Street Bridge inviting fete and proposals for such.

This City! Only 4 eyes & basically two of 105 Market Street & mission & north Capitol streets, direct traffic from such through the center of the city across two bridges & rather residences. Only Willing!

"This topic has been under fire since I first moved in to Salem, Oregon in 1946. Individuals from West Salem and Wallace Rd area are basically the ones that use the two bridges, which I believe surpasses their needs but what about those who don't want to go through town, they have to fight traffic, as do trucks.

Basically the wording seems rather ridiculous at this point, when so many persons

Parking etc has been planned in and around that area. The very idea of trying to centre traffic through any area such as that part of the city has been a sore spot for yrs.

The money could be spent wisely by building a complete new bridge somewhere about mission, which direct traffic to Eola area & coast, the South part of west Salem, and relieve the influx of the city center traffic.

This City has a population of 70,000 not 30,000 human beings. I'd rather drive into Los Angeles than this city of Oakland, because of traffic control, entrance & exit means.

Take and make a detour of a bridge at the mission Street going out to 95 & you'll see what I'm trying to point out to you. I have two or three sketches. Just my chance of seeing you. I can't be there for meeting.

Respectfully yours
Eugene Dennis Baldwin

3299 Oakcrest Dr. N.W.
Salem, Or. 97304
Dec. 31, 1979.

Mr. Charles Fredericksen
Regional Highway Engineer
Oregon State Dept of Transportation.

Dear Mr. Fredericksen:

We were sorry you were unable to be present at the December 17th meeting of the West Salem Neighborhood Councils. However, we had a good discussion of the proposed Salem-Willamette River bridge improvements. This lead to adoption of a resolution in support of the proposal and presentations by West Salem residents at the December 18th public hearings held by your office.

I was not able to be present myself so wish to submit this letter in concurrence of the resolution. At our December 17th meeting concern was expressed also about the problems attendant to the engineering of the West Salem off-ramps, noting that particular study is required. The related matter of Wallace Road was discussed in view of the rapidly increasing development of the West Salem area which is dependent on this road.

It will be appreciated if this letter can be considered as part of the December 18th hearings as an expression of interest and concern. Thank you very much.

Sincerely yours,

-17- Gail B. Meadowcroft.

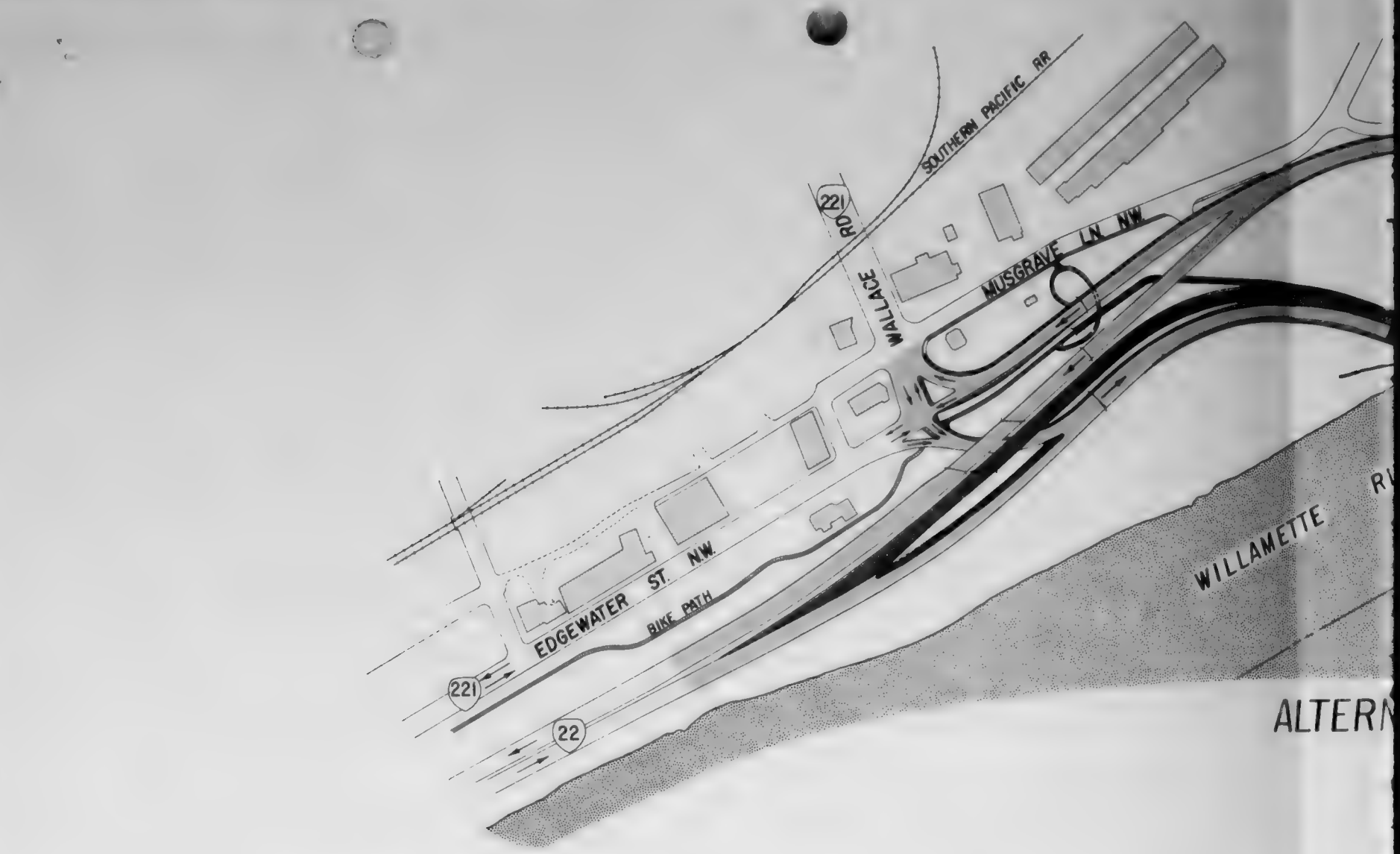
OREGON DEPARTMENT OF TRANSPORTATION

CORRIDOR — DESIGN HEARING MAP

WILLAMETTE RIVER (SALEM) BRIDGES

WILLAMINA - SALEM HIGHWAY

MARION & POLK COUNTIES

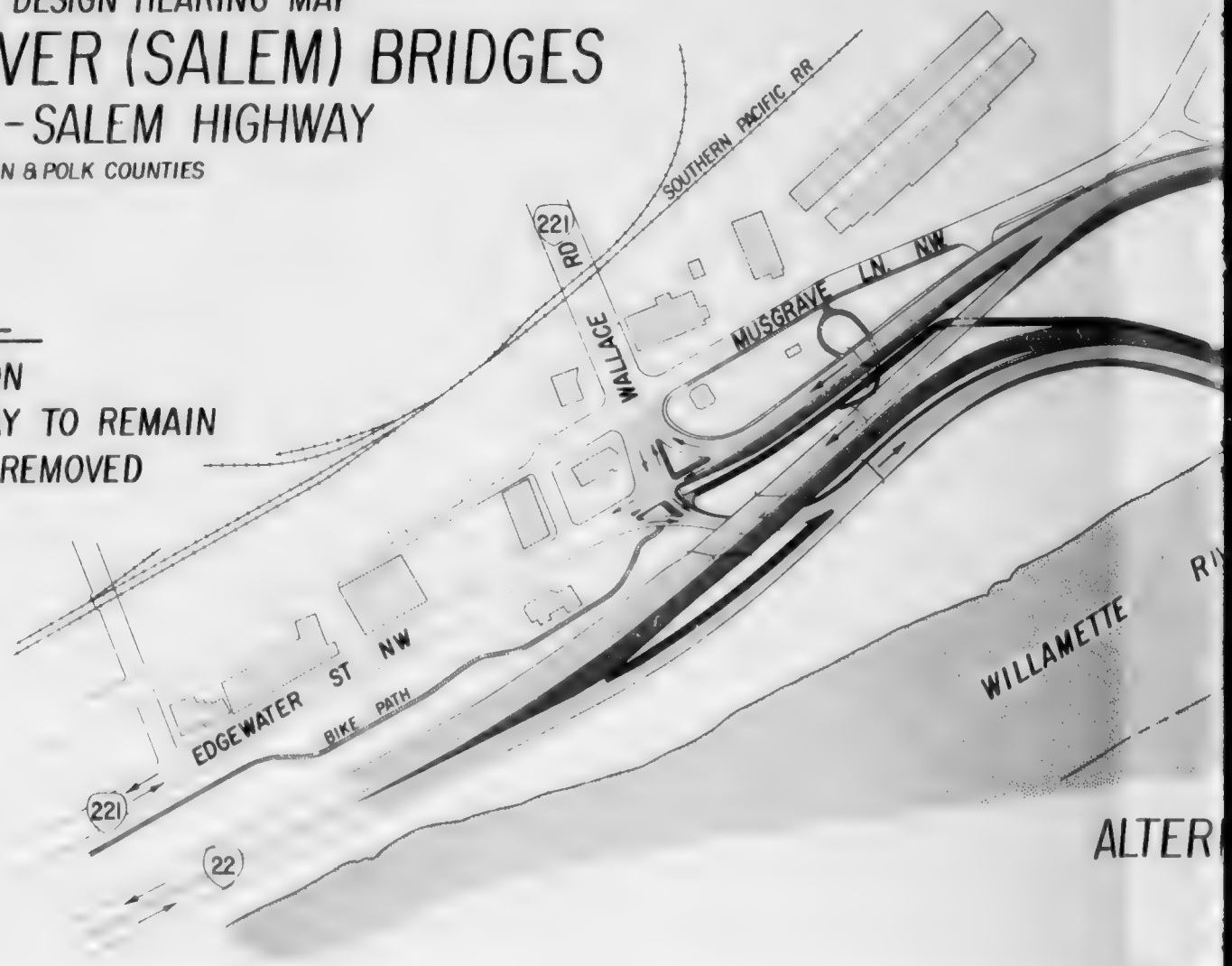


—LEGEND—

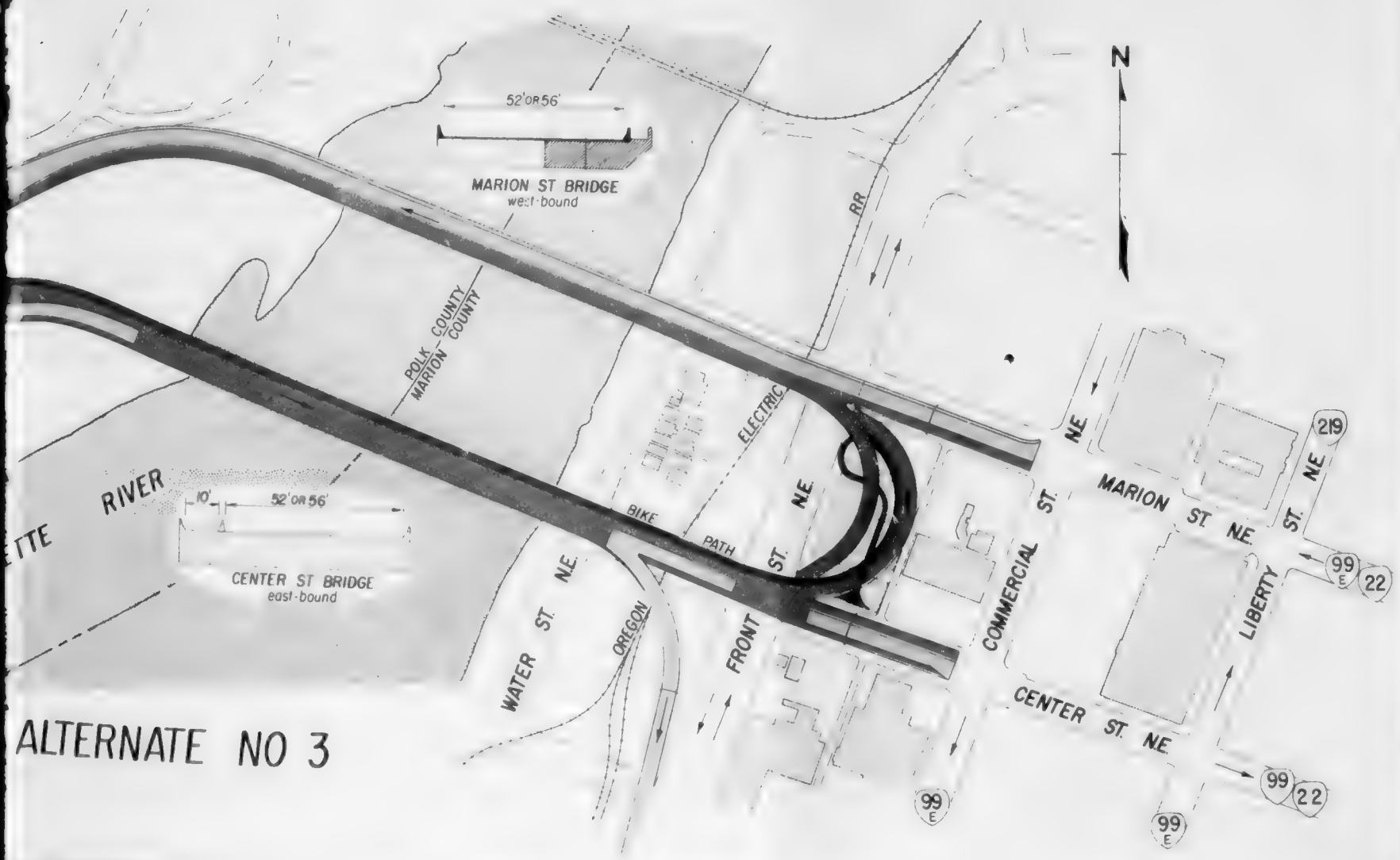
NEW CONSTRUCTION

EXISTING ROADWAY TO REMAIN

ROADWAY TO BE REMOVED



ALTERNATE NO 2



ALTERNATE NO 3

9291

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 21, 1980

TO: G.L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

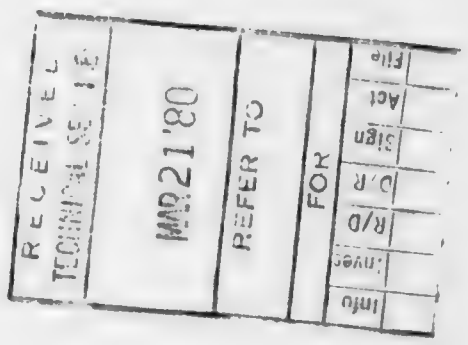
SUBJECT: Study Report
Project Nos. IX-47(7) & BRF-TQF-47(9)

Enclosed for your information is a copy of a study report entiltled "Willamette River (Salem) Bridge" to aid you in your evaluation to determine if the final Environmental Impact Statement, when submitted, addresses the proposed location/design of the following:

Project No.	Section
IX-47(7)	Willamette Riv. (Salem) Bridges
BRF-TQF-47(9)	Willamette Riv. (Center St., Salem) Bridge

JLG:bke
Enclosure

cc: E.S. Hunter
F.E. Terpin
Gary Potter
C.O. Fredrickson (Region 2)
Gary Zehner
John Grassman
Walt Hart



Form 734-2122

9291

POLK COUNTY BOARD OF COMMISSIONERS

HENRY A. (HANK) DOUGHERTY
COMMISSIONER

LYN HARDY
COMMISSIONER

BENJ. F. MAGILL
COMMISSIONER

COUNTY COURTHOUSE
DALLAS, OREGON 97338

TELEPHONE: 623-8171, EXTENSION 221

March 18, 1980

RECEIVED
TECHNICAL SERVICES
MAR 2 '80
REFER TO

NOTED
E. S. HUNTER

Department of Transportation
Region II
2960 State St.
Salem, OR 97310

RE: Willamette River Bridges Alternatives

Attention: Phil Stearns

Please be advised that the Polk County Board of Commissioners wish to go on record as favoring Alternative 3. The Board feels that this will not totally alleviate the future need for a third bridge.

We feel this offers the most attractive option to the residents of Polk County.

Very truly yours,

POLK COUNTY BOARD OF COMMISSIONERS

Lyn Hardy, Chairman

Benj. F. Magill, Commissioner

Henry A. (Hank) Dougherty, Commissioner

ENVIRONMENTAL SECTION
March 27, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

ENV 2-1

March 13, 1980

Mr. Russ Abolt
Assistant City Manager
City of Salem
City Hall
555 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. Abolt:

Wallace Marine Park
Replacement Property

We are now preparing the final environmental impact statement (FEIS) for the Center and Marion Street Bridges project. The proposed improvements will require an additional 0.6 acre of right-of-way under the bridge through Wallace Marine Park.

Since the park was partially developed with funds received under the Land and Water Conservation Fund Act of 1972, the law requires us to replace any land taken from the park with land of "at least equal fair market value and of reasonably equivalent usefulness and location". We must also comply with park impact mitigation requirements called for under Section 4(f) of the 1966 U.S. Department of Transportation Act. Decisions on these matters must be made before the FEIS can be approved.

Previous meetings with the Heritage Conservation and Recreation Service (administrators for the 1972 Act) and with Regional Parks and Recreation Staff have given us three priorities for a land replacement scheme:

1. Acquiring the land necessary for a new access to Wallace Marine Park opposite Glen Creek Road;

2. Purchasing a suitable parcel somewhere else on the perimeter of Wallace Marine Park;

3. Buying an appropriate parcel on the margins of another RPRA park in the Salem area.

We have done preliminary research on property values and holdings around Wallace Marine Park. Our research shows that property is available, both in the vicinity of the proposed new access and elsewhere (see attachments). While the cost of acquiring land for a new

access road is far greater than that of replacement land only, such an action may be warranted to satisfy impact mitigation requirements under Section 4(f).

It seems to us that Alternative No. 1 is preferable in that it would provide for future relief of the existing access problem on Wallace Road.

Since the City's input on this matter is essential, I would like to schedule a meeting at your earliest convenience. Please contact Gary Potter, Manager of the Environmental Section (378-8486) for arrangements.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Engineer

Attachments

bc H. S. Coulter
J. B. Boyd
J. H. Versteeg (enc.)
Gary Potter
C. O. Fredrickson "

EE:lb/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 5, 1980

FILE:

FROM: Lou Schwab
Regional Appraiser

TO: Gary Potter
Manager, Environmental Section
Attn: Eb Englemann

SUBJECT: Wallace Marine Park Replacement Property
Willamette River Bridges Section
Willamina-Salem Highway
Marion County

Pursuant to your memo dated February 15, 1980, I investigated the real estate values and availability in the area of Wallace Marine Park. In general, I found that the prospects for obtaining replacement property are very good. The 0.6 acre taking is essentially river bank land and designated as being in the flood plain. It is zoned PP (Public Park) and uses are limited because of its flood hazard and because it is in the Willamette Greenway Corridor. I also found that there is a substantial amount of undeveloped land adjacent to Wallace Marine Park comparable in use and condition to the taking. These properties are in the flood plain and have limited use. Most of the owners complain that zoning will not allow any feasible development. They would be happy to get rid of the property for a reasonable price. The following is a more detailed analysis of the questions presented in your memo:

THE TAKING: The 0.6 acre taking from the Park, as mentioned above, is identified as being in the Willamette River flood plain. It is also in the Willamette River Greenway Corridor. About the only uses permitted outright in this zone are recreational facilities, such as parks, use and maintenance of existing structures, agriculture and forestry. All other uses are severely limited. My contact with owners to the north, Walling Sand and Gravel Company, and Carl Staats, indicates that these operators have not been allowed to initiate or expand gravel extraction operations in the area. This is due to the proximity to residential developments and the Willamette River Greenway Corridor. Therefore, the land has value comparable to agriculture land. My investigation of sales of EFU property indicates that subject is worth approximately $4,000 per acre, which is $2,400 for the 0.6 acre.

PARK ACCESS ROAD: The first priority proposed for replacement of the 0.6 acre of right of way would be to purchase land for a new park access road opposite Glen Creek Road, extending approximately 1,400 feet east from Wallace Road. My investigation indicates that possibly the best way to approach this would be to purchase land from Carl Staats, Tax Lot 200 of Map # 7 3 22B. This property adjoins the park on two sides. It is comparable in quality and value to subject's land and a "park use only" stipulation would have the least effect. Mr. Staats was contacted and is willing to entertain an offer for the property. However, an agreement will depend on the price, and Mr. Staats refused to give an indication of what his asking price would be. The purchase of any additional land on this proposed road corridor further west from the Park would be much more difficult. This land is zoned industrial. It is out of the flood plain and has a value of at least $1.00 per square foot, rather

than the $4,000 per acre for land in the flood plain. Additionally, anyone selling land for a road will expect to be able to use it for access. A "park use only" stipulation would be a very difficult obstacle to overcome. It would be better if the City would undertake acquisition as a City street. It is very likely that because of the special benefits created by increased accessibility, most of the owners would be willing to donate the right of way in return for access to their own property. All these properties are industrial and there would not be any conflicts with residential uses.

LAND REPLACEMENT ALTERNATE: The second priority alternate is to obtain a suitable parcel on the perimeter of Wallace Marine Park for future park expansion. Such a purchase should be relatively easy to accomplish. Virtually, all the parties contacted are quite willing to sell the property they own in the flood plain. It is virtually undevelopable under the present zoning. The only question would be a fair market price. I estimate that value to be approximately $4,000 per acre, the same as subject's 0.6 acre. Attached are maps and a list of the adjoining property owners. Virtually, all of the people contacted have voiced an interest in selling all or part of their land in the flood plain. Mr. Cooper, owner of Tax Lot 100 7 3 22CB said that his property is tied up in an estate with a number of heirs. It would be difficult to complete a transaction for his property. However, virtually all of the others are good prospects. The question would have to be left up to the City as to which areas are most desirable.

LS:lj

Attachments

PROPERTY OWNERS

Tax Lot	Map Number	Owner	Address	Owner's Response
300, 2100 2200	7 3 15	Walling Sand and Gravel	PO Box 12009 Salem, OR 97309	Will entertain an offer, no indication of price.
1302	7 3 15	E.S. Ritter	1740 Wallace RD NW, Salem, OR 97304	Not contacted.
1400	7 3 15	Richard A. & Joyce Person	1630 Wallace RD NW, Salem, OR 97304	Not contacted.
1500	7 3 15	Lawrence & Linda Sullivan	1610 Wallace RD NW, Salem, OR 97304	Not contacted.
1600	7 3 15	Frank & Crawford Crawford	1550 Wallace RD NW, Salem, OR 97304	Not contacted.
1700	7 3 15	Carl & Mary Staats	3987 Orchard Hts. RD NW, Salem, OR 97304	Would entertain an offer - depends on price.
1800	7 3 15	Dan & Anne Yoder	1508 Wallace RD NW, Salem, OR 97304	Not contacted.
1900	7 3 15	Agnes E. Grimm	1460 Wallace RD NW, Salem, OR 97304	Very interested in selling back portion.
2000	7 3 15	Marjorie K. Huntington	1440 Wallace RD NW, Salem, OR 97304	Coult not contact.
200	7 3 22B	Robert R. & Joyce Hughes	1370 Wallace RD NW, Salem, OR 97304	Could not contact.
300 & 500	7 3 22B	Elmer E. & Norma Smith	1330 Wallace RD NW, Salem, OR 97304	Would like to sell all 4.5 east of slough.
601, 701 1000	7 3 22B	Marion-Polk Materials, Carl Staats, Agent	PO Box 2245 Salem, OR 97308	Would entertain an offer - depends on price.
200	7 3 22C	Carl & Mary Staats	3987 Orchard Hts. RD NW, Salem, OR 97304	Would entertain an offer - depends on price.

(Continued)

Property Owners
Page 2
Wallace Marine Park
Replacement Property

Tax Lot	Map Number	Owner	Address	Owner's Response
301	7 3 22C	Salem Broad-casting Co. Inc.	PO Box 14900 Salem, OR	Not contacted.
403	7 3 22C	Ted R. & Louise Pyle	830 Ventura ST N Salem, OR	Not contacted.
600	7 3 22C	Alden H. Cooper	1482 Brush College RD NW, Salem, OR 97304	See T.L. 100 7 3 22CB.
701	7 3 22C	Corvallis-Salem Bldg., Inc.	3393 Country Club DR, Salem, OR	Not contacted.
900 & 1000	7 3 22C	Arthur & Esther Erickson	PO Box 3257 Salem, OR	Not contacted.
1400	7 3 22CB	Arthur & Esther Erickson	PO Box 3257 Salem, OR	Not contacted.
100	7 3 22CB	Alden & Frances Cooper	1482 Brush College RD NW, Salem, OR	Six joint owners - difficult to sell at this time but still interested.
1202	7 3 22CB	Martin E. Moyer	759 Mill ST Springfield, OR	Not contacted.
1300	7 3 22CB	Ingvard M. & Opal M. Hansen	918 River Bend RD NW, Salem, OR 97304	Not contacted.
2500	7 3 22CB	L. & M. Company	600 Wallace RD NW, Salem, OR 97304	Not contacted.

POLK COUNTY

SCALE 1"=400'

KILOMETER

SEE MAP NO. 7 3 16

SEE MAP NO. 7 3 16A

SEE MAP NO. 7 3 16C

SEE MAP NO. 7 3 16D

SEE MAP NO 7 3 22B

32-7

32-1

32-2

32-7

CITY PARK 32

WILLAMETTE RIVER

DEAD SLOUGH

TL. 2202

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99900

100000

NW 1/4 SEC.22 T7SR3WWM

POLK COUNTY

SCALE 1"=200

7 3 22B

SCALE 1:4800

200 0 200 400

FEET

0 .10 .20

KILOMETER

SEE MAP 7 3 15

SEE MAP 7 3 21AA W SALEM

32-7

CITY PARK

32-1

32-7

HERTEL ADD

CITY OF SALEM

SEE MAP 7 3 22C

WALLACE ROAD

CO. RD 735

DEAD RIVER

Sidehill Corner
Joseph Parrott
DLC No. 67

SCALE 1:2400

100 0 100 200 300 400 500 FEET

0 .05 .1 KILOMETER

GLEN CREEK ROAD

NINTH STREET

SEVENTH STREET

SEE MAP 7 3 21D

SEE MAP 7 3 22C

SEE MAP 7 3 33A

SEE MAP 7 3

VEALL LANE

MOYER LANE

ROAD

WALLACE

BASSETT STREET

ORCHARD ADDITION COMPANY

CITY PARK

DEAD NUMBERS
T.L. 1200
T.L. 1501
T.L. 2301

SE COR LOT 4

1400 1500 1202 1203 1201 100

1500

2

1600 1700 1800 1900 1901 900 1000 1100 501 401

2300

3

2200 2100 2001 2000 800 700 600 500 400 300 200

2400 2301 2500

4

2600

5

324

2700

6

7

2700

SCALE 1:4800

200 0 200 400
FEET

0 .10 .20
KILOMETER

SEE MAP 7 3 22B

TAYLOR ROAD

ALDEN RD

SEE MAP 7 3 21AD

WALLACE ROAD

GLEN OR RD

32-1

32-7

701 800 300 1030 403 400 302 303 301 220 100

SW CORNER J HARPER DLC NO 67

SE CORNER JESSE MERSITT DLC 67

NE CORNER JAMES WHITE DLC 51

TAX LOT Nos
T.L. 401
T.L. 402
T.L. 500
T.L. 1300
T.L. 1301
T.L. 1601
T.L. 401
T.L. 402
T.L. 500

SEE MAP

32-1

ORCHARD COMPANY ADDITION

7 3 22CB

9TH ST

7TH ST

WELLS LANE

MOYER LANE

CITY PARK

LANE

RIVER

SEE MAP 7 3 21CD

BASSETT ST

FIRST ST

EDGEWATER ST

SOUTHERN PACIFIC R.R.

1400 1500 1600 1700 101

MISGRAVE

WILLAMETTE

7 3 22C

9291

2.

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

ENVIRONMENTAL SECTION
March 4, 1980

February 29, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen L. Green

Ms. Maxine Banks
Oregon Department of Transportation
Highway Division
Environmental Section
Transportation Building
State of Oregon
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Ms. Banks:

As part of our comments upon the draft EIS statement for the Marion-Center Street Bridge Project, we feel you should be made aware that it is our understanding that a property at 434 Water Street (between the two bridges) has been proposed in nomination to the National Register of Historic Places and that it is possible that the proposed bridge project may have an impact upon this proposed site.

While the effects of this pending nomination may not be determined at this time, you may wish to take this explanation under advisement in your environmental impact statement review process.

DEPARTMENT OF COMMUNITY DEVELOPMENT
Urban Renewal Division

Richard Hayden
Renewal Administrator

cc: Marian Milligan, Historic Landmarks Commission
Elizabeth Potter, State Historic Preservation Office

C/8523A

RECEIVED
TECHNICAL SERVICES
MAR 4'80
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

NOTED
H. S. COULTER

PRO 6-3

February 28, 1980

Mr. Alan Hershey, Director
Mid Willamette Valley Council
of Governments
400 Senator Building
220 High Street, N.E.
Salem, OR 97301

Dear Alan,

Enclosed is a report covering the alternate proposals for construction of the Marion Street and Center Street bridges.

As we discussed on the telephone the other day, the heavy inflation rate experienced in 1979 has materially raised the cost of the project. The selected Alternative No. 3, which provides four lanes on both bridges, has a shortfall of $3.5 million.

A reprioritization of the transfer program will be necessary in that I expect the other projects will have experienced a similar increase due to inflation. If you should need any additional information, or wish to discuss this report, I would be happy to meet with you at any time.

Sincerely,

E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

ESH:ja

Enc.

cc/enc. Russ Abolt
Asst. City Manager
City of Salem

bc/enc. H. S. Coulter
D. H. Moehring
Gary Potter
J. H. Versteeg
Walt Hart
Frank Terpin
C. O. Fredrickson

REPORT
ON
ALTERNATE PROPOSALS FOR CONSTRUCTING
MARION STREET AND CENTER STREET BRIDGES

As discussed in the EIS and supported by testimony at the public hearing, it is necessary to construct an additional two lanes on the Marion Street Bridge to provide an adequate level of service in the year 2000.

The final EIS is expected to be completed and submitted to the FHWA about April 1, 1980. Design approval is anticipated about six weeks later, or mid-May.

Use of the I-305 Transfer Funds for construction of the Marion Street Bridge has been approved. However, it was intended to construct the bridge 38 feet wide (three-lane) and therefore not enough money has been approved to construct the bridge to 56 feet wide (four-lane).

If the Marion Street Bridge is constructed to four lanes before the Center Street Bridge is replaced, some savings may be realized in the cost of constructing the Center Street Bridge. The Federal Highway Administration has been approached with this in mind and have indicated approval of the concept. However, no formal approval has been received. This savings is estimated to be $2.3 million.

In the event the transfer of funds is permitted, the four-lane Marion Street Bridge project would be short about $3.5 million. (See attached Table No. 1.) Since this project has a high priority with the City of Salem and the Mid-Willamette Valley Council of Governments, they perhaps could find some means of securing the additional funds for the project.

It has been proposed that the Marion Street Bridge off-ramp be constructed using I-305 Transfer Funds. Construction of a temporary ramp to use as part of detouring traffic on the Marion Street Bridge can be justified and the cost of the temporary ramp ($0.2 million) has been included in the $2.3 million savings resulting from not stage-constructing the Center Street Bridge.

This would effect a reduction of cost to construct the "FNBM" ramp. The cost of the ramp is currently estimated at $750,000. The funding of the Center Street Bridge off-ramp would be from the HBR grant, which is estimated to be $820,000. It was originally proposed to construct the pedestrian/bikeway facility on the Marion Street Bridge. The pedestrian/bikeway has now been shifted to the Center Street Bridge, causing a further undetermined reduction in the cost of the Marion Street Bridge.

The anticipated cost of the entire project including right-of-way is $30.2 million (December 1979 dollars). The percentage of match money is 80% FHWA, 20% State for the HBR funds, and 85% FHWA, 15% City for the Transfer Funds. Given these match ratios, the project cost is

split $21.63 million FHWA, $4.26 million State and $4.31 million City. The amount shown to be the City's share includes the $3.5 million previously described as the shortfall for funding the four-lane Marion Street Bridge. (See attached Table No. 1 for a breakdown of project cost estimates and funding sources.)

Using the 8 1/2% inflation factor currently used by the Transportation Commission in preparing the Six-Year Highway Improvement Program, the project cost for the Marion Street Bridge in 1981 would be $12.152 million, and the project cost for the Center Street Bridge in 1982 would be $20.84 million. Our construction cost index indicated a 55% increase in the cost of bridge construction in 1979 over 1978.

The Marion Street Bridge design will be completed in March 1981; however, right-of-way will not be clear until August 1981.

Therefore, we propose to stage-construct the Marion Street Bridge by performing the pier work and the steel spans over the river first and following with a contract for the rest of the work and the Center Street Bridge as soon as the right-of-way is clear.

At the present time, the Highway Division does not have the funding capability to supply the necessary $3.5 million.

February 28, 1980

TABLE #1

PROJECT ESTIMATE

	Alternate #2 Four-Lane Center St. Br. Three-Lane Marion St. Br.	Alternate #3 Four-Lane Center St. Br. Four-Lane Marion St. Br.
Marion Street Bridge (including ramp)	$ 5,100,000	$ 11,200,000
Center Street Bridge (including ramps)	20,000,000	17,700,000
Total Construction Cost	$ 25,100,000	$ 28,900,000
Right-Of-Way	1,300,000	1,300,000
Total Project Cost	$ 26,400,000	$ 30,200,000
SOURCES OF FUNDING:		
Marion Street Bridge (I-305 Transfer)	$ 5,100,000	
Center Street Bridge (HBR)	20,000,000	
Right-Of-Way (HBR)	1,300,000	
	$ 26,400,000	
Marion Street Bridge (I-305 Transfer)		$ 5,400,000
Marion Street Bridge (HBR)		2,300,000
Center Street Bridge (HBR)		17,700,000
Right-Of-Way (HBR)		1,300,000
Total Fund Available	$ 26,400,000	$ 26,700,000
Project Cost	26,400,000	30,200,000
	$ Ø	- $ 3,500,000

Center Marion St.

— Design Approval July 1 '80
R/W — 12 mos. + July 81
impacts ramps on east side only. —

Bridge Design
Marion piers — Aug 80 —
Superstructure — Nov 80 —
Remainder of approaches — Feb 81
except ramps —

Center St. — June 81
Marion St work moved home to be well underway
before award. — Jan 82 at earliest.
July 83 —

Coast Guard Permit — applied for — No notice yet
re string line. 5' reduction in clearance on Center St.

Center St. — 20,000 cu/ft
17,200 w/ft
2.3

1.5

18.5
17.7

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

BRIDGE SECTION

CENTER AND MARION STREET BRIDGES

This study was made to estimate the construction savings of building the Center Street Bridge without stage construction.

If the Marion Street Bridge is widened to 38 feet, the Center Street traffic would have to be carried on the Center Street Bridge requiring the bridge to be built using stage construction as shown on Sheet 9 of the accompanying drawings. We refer to this plan as Alternative 2.

If the Marion Street Bridge is widened to 56 feet, as shown on Sheet 3 of the accompanying drawings, the Center Street traffic could be detoured to the Marion Street Bridge allowing the Center Street Bridge to be built without stage construction. We refer to this plan as Alternative 3.

The estimates are for a 56-foot roadway on the Center Street Bridge and both a 38-foot wide and a 56-foot wide roadway on the Marion Street Bridge. These estimates are shown in detail on Sheets 1a through 4a of the Appendix and are summarized in the following table.

Alternative 2 (Stage Construction)		Alternative 3 (Detour to Marion)		Difference
38' Marion*	= $ 5,100,000	56' Marion	= $11,200,000	$6,100,000
56' Center	= 20,000,000	56' Center	= 17,700,000	2,300,000
Total**	= $25,100,000	Total**	= $28,900,000	$3,800,000

*In order to maintain pedestrian traffic, the Center Street Bridge would have to be completed before the north side of Marion Street Bridge is started. This would delay construction of Marion Street Bridge for 1 1/2 to 2 years.

**Estimates include approximately $1,000,000 for the deck resurfacing of the portion of the bridges to be left in place. This amount is eligible for RRR Funds (deck restoration).

Sheet 1 of the accompanying drawings shows the plan of both bridges with 56-foot wide roadways, their approaches and ramps, both existing and proposed. The west approaches show the widening and additional ramp that has been recommended to keep the traffic wearing movements to a minimum. Sheets 2 through 5 show the plan, elevation and typical roadway sections for the Marion Street Bridge. Sheets 6 through 8 and 12 show the plan, elevation and typical roadway sections for the Center Street Bridge. Sheet 9 shows the plan, elevation and typical roadway section for the river spans of Center Street Bridge using stage construction. Sheet

10 and 11 show alternate designs for the river spans of Center Street Bridge. A comparison of the relative costs between alternate designs for the river spans of Center Street Bridge is shown on Sheet 5a of the Appendix.

An approximate time schedule for the construction of both bridges for Alternatives 2 and 3 is shown on Sheets 6a and 7a of the Appendix.

smd (11-26-79)

Oregon State Highway Division
BRIDGE DESIGN UNIT

Alternate 2 — Sheet No. 1a

Bridge: Marion St. Riverside (38' Roadway - Widen Both Sides) — Mar.-Pol.

Calculated by: TJC — Date: 11/2/79 — Drawing No. 72525

Checked by:

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	291,600
Shoring & Cribbing	All	—	—	10,000
Structure Excavation	Cu. Yd.	1,700	12.00	20,400
Structural Concrete - 4500-1½	Cu. Yd.	2,350	330.00	775,500
" " - 3300-½	Cu. Yd.	980	300.00	294,000
Metal Reinforcement - uncoated	Lbs.	640,000	0.50	320,000
" " - epoxy	Lbs.	240,000	0.75	180,000
Structural Stl.	Lbs.	160,000	2.00	320,000
Tube Hdle Rail	Lin.Ft.	6,000	45.00	270,000
Expansion Jt. - double	Lin.Ft.	130	100.00	13,000
" " - single	Lin.Ft.	460	50.00	23,000
Special Wall Backfill	Cu. Yd.	3,000	10.00	30,000
P.C.C. deck resurfacing - 6½ thick	Sq. Yd.	7,200	80.00	576,000
Removal of existing roadway	Lin.Ft.	6,000	50.00	300,000
Maintenance of traffic	All	—	—	200,000
Illumination & Signing	All	—	—	255,000
Grading & Paving	Sq.Ft.	11,000	2.50	27,500
Subtotal				3,933,000
30% Engineering & Contingencies				1,180,000
Total Cost				5,113,000

...Highway Division
...DESIGN UNIT

Alternate 2

...Contr. St. Bridge (52' Roadway - Stage Construction) ...Mar.-Polk

...TE ...10/2/79 ...72032

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	1,136,600
Shoring, Cribbing & Work Trestle	All	—	—	1,400,000
Structure Excavation	Cu. Yd.	17,000	12.00	204,000
Furnish Steel Piling - HP12x53	Lin. Ft.	66,000	13.00	858,000
Drive Steel Piling	Each	1,100	550.00	605,000
Special Wall Excavation	Cu. Yd.	2,500	10.00	25,000
Riprap	Cu. Yd.	8,200	17.00	139,400
Structural Concrete - 5000-lb " " - 4000-lb " " - 3000-lb	Cu. Yd. Cu. Yd. Cu. Yd.	5,170 2,000 12,700	350.00 330.00 250.00	1,796,100 660,000 3,175,000
Metal Reinforcement - Uncoated " " - Epoxy	Lbs. Lbs.	3,700,000 450,000	0.60 0.70	2,046,000 337,000
Prestressing Cl.	Lbs.	300,000	1.50	450,000
Prestr. Conc. Beams - 110' " " - 107' " " - 102'	Each Each Each	26 22 10	15,500.00 16,000.00 14,800.00	403,000 396,000 148,000
Pedestrian Rail	Lin. Ft.	3140	40.00	125,600
Expansion Jt. Ass'y. - double " - single	Lin. Ft. Lin. Ft.	140 700	100.00 50.00	14,000 35,000
R.C. Cut Off	Sq. Yd.	360	46.00	16,560
Pl. Girder encasing & Diaphr.	Sq. Yd.	2800	70.00	196,000
Removal of existing structure	All	—	—	525,000
Maintenance of Traffic	All	—	—	250,000
Illumination & Signals	All	—	—	300,000
Grassing & Trees	Sq. Ft.	8,000	2.00	16,000
Subtotal				15,230,000
30% Engr. & Cont.				4,605,000
Total Cost				19,955,000

Oregon State Highway Division
BRIDGE DESIGN UNIT

Alternate 3

Sheet No. 33

Project Marion St. Bridge (56' Roadway - Widen One Side) County Mar - Polk

Calculated by TJC Date 11/1/79 Bridge No. 725-B

Checked by

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	635,100
Shoring, Cribbing & Work trestle	All	—	—	800,000
Structure Excavation	Cu. Yd.	10,600	12.00	127,200
Furnish Steel Piling - HP12x53	Lin. Ft.	24,000	13.00	312,000
Drive Steel Piling	Each	400	450.00	180,000
Special Wall Backfill	Cu. Yd.	3,500	10.00	35,000
Rip-rap	Cu. Yd.	5,500	17.00	93,500
Structural Concrete - 4500-bag	Cu. Yd.	2,800	330.00	924,000
" " - 3300-1½	Cu. Yd.	6,200	300.00	1,860,000
Metal Reinforcement - uncoated	Lbs.	1,720,000	0.50	860,000
" " - epoxy	Lbs.	570,000	0.75	428,000
Structural Steel	Lbs.	1,400,000	1.00	1,400,000
Expansion Joints - double	Lin. Ft.	120	100.00	12,000
" " - single	Lin. Ft.	600	50.00	30,000
R.C. End Panels	Sq. Yd	140	46.00	6,400
P.C.C. Deck Resurfacing - Old deck	Sq. Yd.	7500	70.00	525,000
Removal of existing end panel	Lin. Ft.	2610	50.00	130,500
Maintenance of Traffic	All	—	—	150,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	11,000	2.50	27,500
Subtotal				6,624,000
30% Engineering & Contingencies				2,587,000
Total Cost				11,211,000

...ion ... Highways Division
BRIDGE DESIGN UNIT

Alternate 2

...t ... Center St. Bridge (5th Roadway - Detour to Marion) ... Mar.-Pal.

Calculations: TJC ... Date: 11/1/79 ... Design No. 7253B

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	1,000,000
Shoring, Cribbing & Work Trestle	All	—	—	1,000,000
Structure Excavation	Cu. Yd.	16,000	12.00	192,000
Furnish Steel Piling - HP 12x53	Lin. Ft.	60,000	13.00	780,000
Drive Steel Piling	Each	1,000	450.00	450,000
Special Wall Backfill	Cu. Yd.	2,500	10.00	25,000
Riprap	Cu. Yd.	8,200	17.00	139,400
Structural Concrete - 5000-1½	Cu. Yd.	4,940	300.00	1,482,000
" - 4000-1	Cu. Yd.	2,000	300.00	600,000
" - 2500-1½	Cu. Yd.	11,500	240.00	2,841,000
Metal Reinforcement - uncoated	Lbs.	3,610,000	0.55	1,985,500
" - epoxy	Lbs.	450,000	0.70	315,000
Prestressing Steel	Lbs.	270,000	1.00	270,000
Prestressed Girders - 140'	Each	40	17,000.00	680,000
" " " - 105'	Each	10	12,200.00	122,000
Pedestrian Rail	Lin. Ft.	3140	40.00	125,600
Expansion - 2 cycle	Lin. Ft.	140	100.00	14,000
" " - 1 cycle	Lin. Ft.	700	50.00	35,000
R.C. Encasement	Sq. Yd.	360	46.00	16,560
P.C.C. Encasement - Piers	Sq. Yd.	2600	70.00	182,000
Removal of Existing Structure	All	—	—	445,000
Maintenance of Traffic	All	—	—	150,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	30,000	2.50	75,000
Detour Structures	All	—	—	400,000
Subtotal				13,577,000
30% Engr. & Cont.				4,073,000
Total Cost				17,650,000

Oregon State Highway Division
BRIDGE DESIGN UNIT

Date Coos Co. Rd.

Computed By [illegible]

Checked By [illegible]

Sheet No. 2a

Proj. No. [illegible]

Sheet No. [illegible]

Summary of Alternate Designs for Each Span

Alt. 3A, Detour to Marion: (See Sheet 6 of drawings.

Type: C.I.P.-P.T.C.B.S. Cantilevers w/ Precast Beams

Cost = $6,200,000 + $3,100,000 = $10,600,000

Alt. 3A, Steel Continuous: (See Sheet 7 of drawings.

Type: [illegible]

Cost = $10,000,000 + $3,000,000 = $13,000,000

Alt. 3B, Detour to Marion: (See Sheet 10 of drawings.

Type: [illegible]

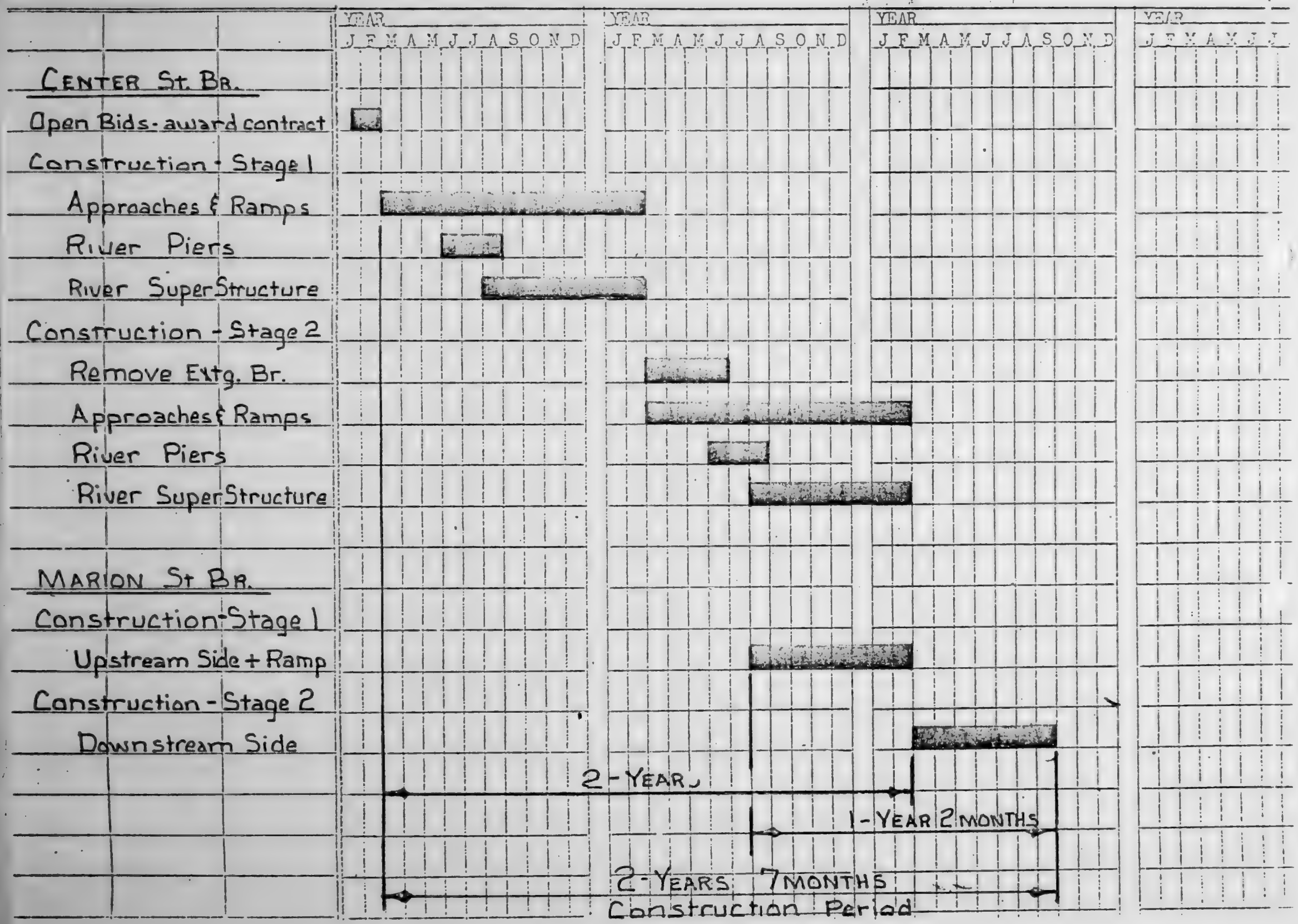
Cost = $7,800,000 + $2,400,000 = $10,200,000

Alt. 3B, Detour to Marion: (See Sheet 11 of drawings.

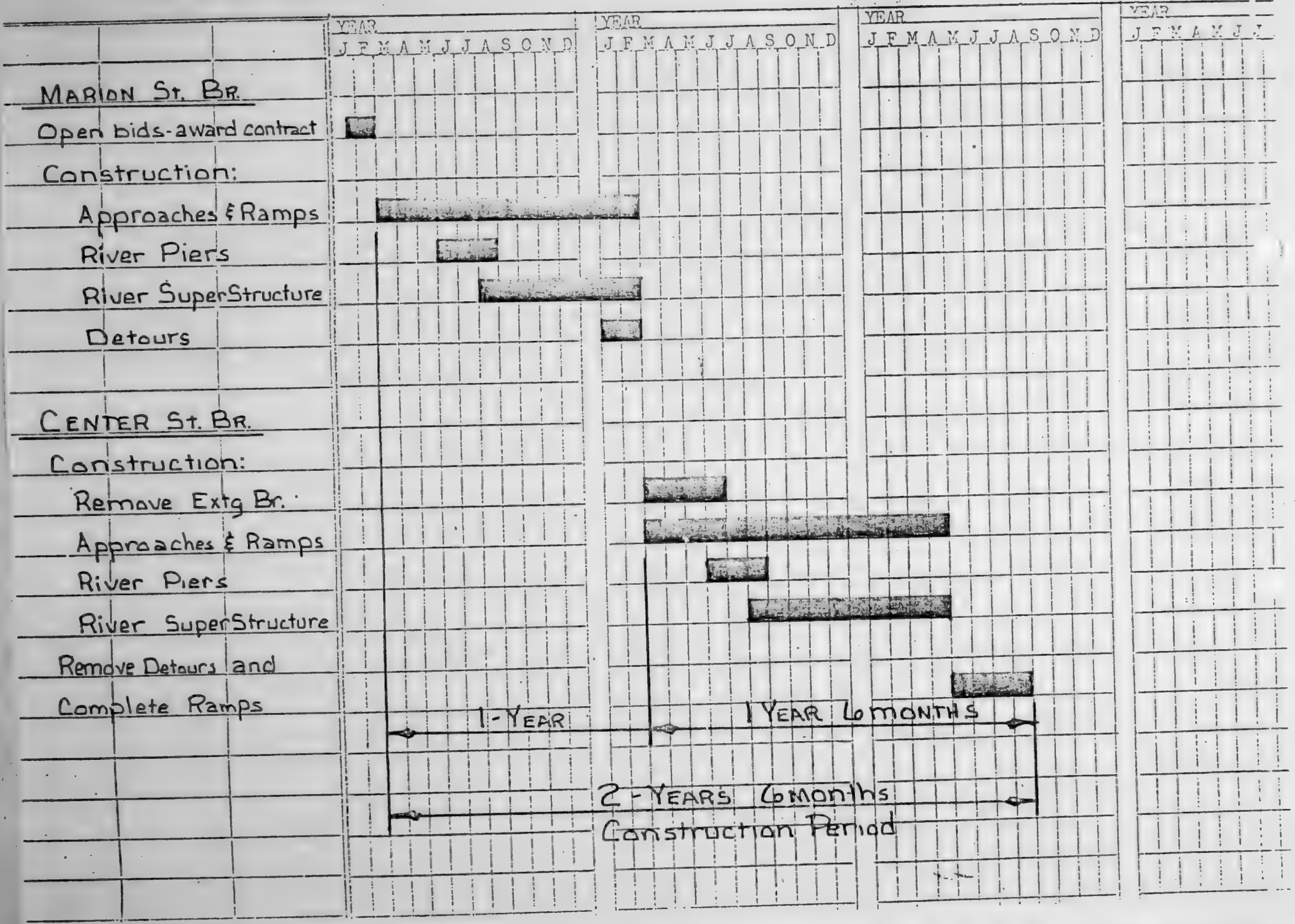
Type: [illegible]

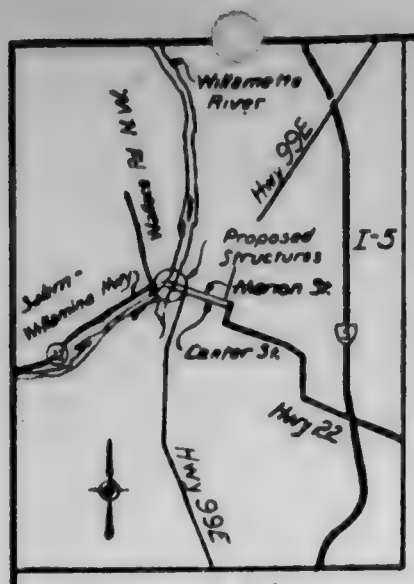
Cost = $8,000,000 + $2,400,000 = $10,400,000

CENTER ST.-MARION ST. BRIDGES
Alternate 2 (Stage Construction)



CENTER ST. - MARION ST. BRIDGES
Alternate 3 (Detour to Marion)





VICINITY MAP
No Scale

West Approach See sheet 2

Wallace Marine Park

widening

Widening

Existing Structure

New Structure

Widening

Musgrave Ln. N.W.

Widening

Existing Structure

Wallace Rd. N.W.

West Approach See sheets 6,7

Edgewater St N.W.

Salem Willamina Hwy.

WILLAMETTE RIVER

N

River Spans see sheet 3

East Approach see sheets 4,5

Existing Structure

MARION ST. BRIDGE

New Structure

Existing Structure

CENTER ST. BRIDGE

River Spans see sheets 8,9,10,11

East Approach see sheet 12

WATER ST. NE

Relocated Burlington Northern R.R.

Widening

ST. N.E.

"FNBM" Ramp (New)

"CNBF" Ramp (New)

Existing

FRONT

"CSBF" Ramp (Existing)

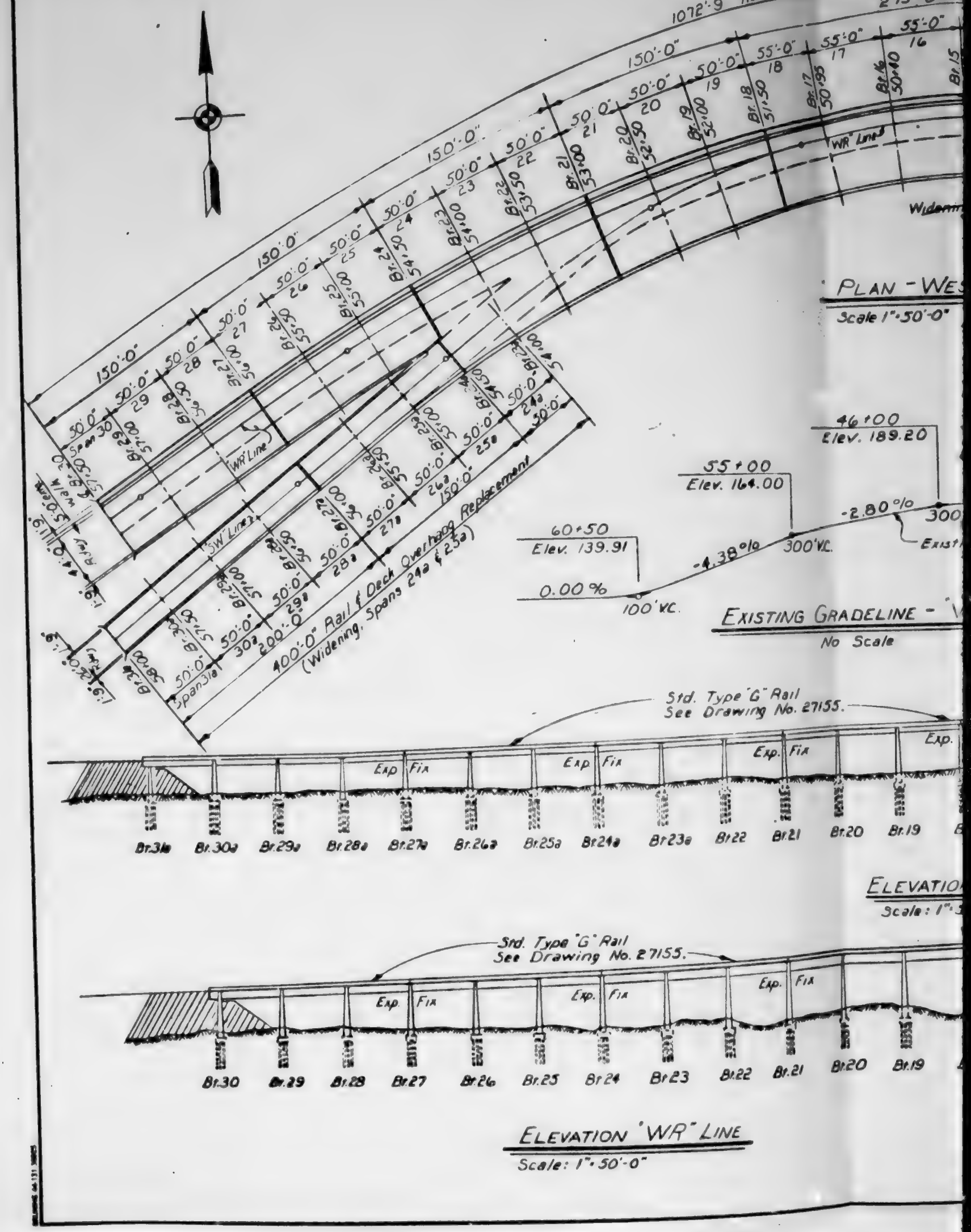
MARION ST.

COMMERCIAL ST. NE.

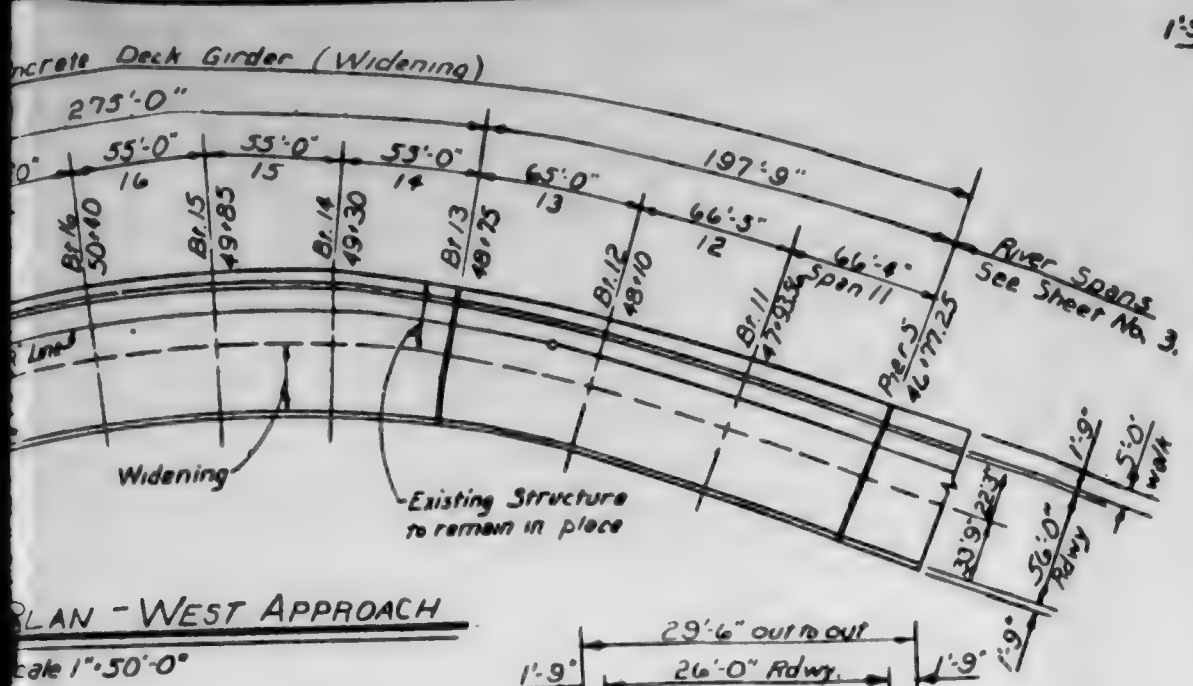
CENTER ST.

N

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN ENGINEER P.E.	STRUCTURAL DESIGN SECTION
TECHNICAL SERVICES ENGINEER	CENTER ST. - MARION ST. BRIDGES
DESIGNED T. Shike	SALEM - WILLAMINA HIGHWAY
DRAWN J. Silbernagel	MARION & POLK COUNTIES
CHECKED	
REVIEWED	PRELIMINARY PLAN
REVIEWED	
CALC. BOOK	ACCOMPANIED BY DWGS.
DATE / REVISION	DATE August 1973 — SHEET 1 OF 12
	BRIDGE NO. 123K & 72538 — DRAWING NO.

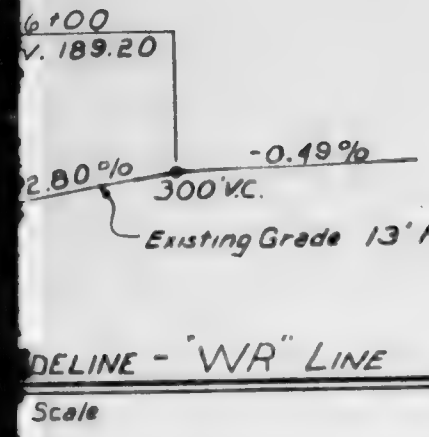

1072'-9" Reinforced Concrete Deck G
275'-0"
150'-0"
55'-0"
50'-0"
WR' Line
Widenin
PLAN - WES
Scale 1"=50'-0"
46+00
Elev. 189.20
55+00
Elev. 164.00
60+50
Elev. 139.91
-2.80 %
-4.38 %
0.00 %
300' V.C.
100' V.C.
300
EXISTING GRADELINE - "
No Scale
400'-0" Rail & Deck Overhang Replacement
(Widening, Spans 24a & 25a)
SW' Line
WR' Line
Std. Type "G" Rail
See Drawing No. 27155.
Exp.
Fix
Br.31a
Br.30a
Br.29a
Br.28a
Br.27a
Br.26a
Br.25a
Br.24a
Br.23a
Br.22
Br.21
Br.20
Br.19
ELEVATIO
Scale: 1"
Br.30
Br.29
Br.28
Br.27
Br.26
Br.25
Br.24
Br.23
ELEVATION "WR" LINE
Scale: 1"=50'-0"

ncrete Deck Girder (Widening)



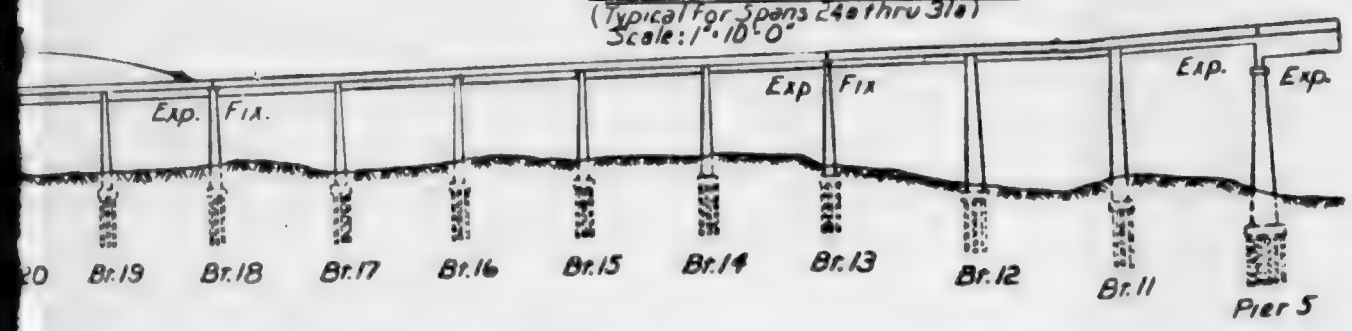
PLAN - WEST APPROACH

cale 1"=50'-0"



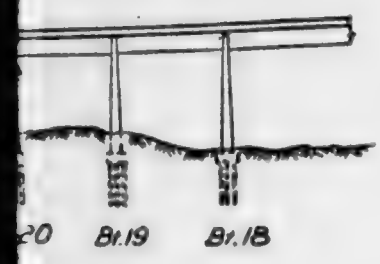
DELINE - "WR" LINE

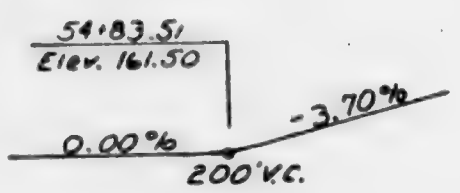
Scale



ELEVATION - "SW" & "WR" LINE

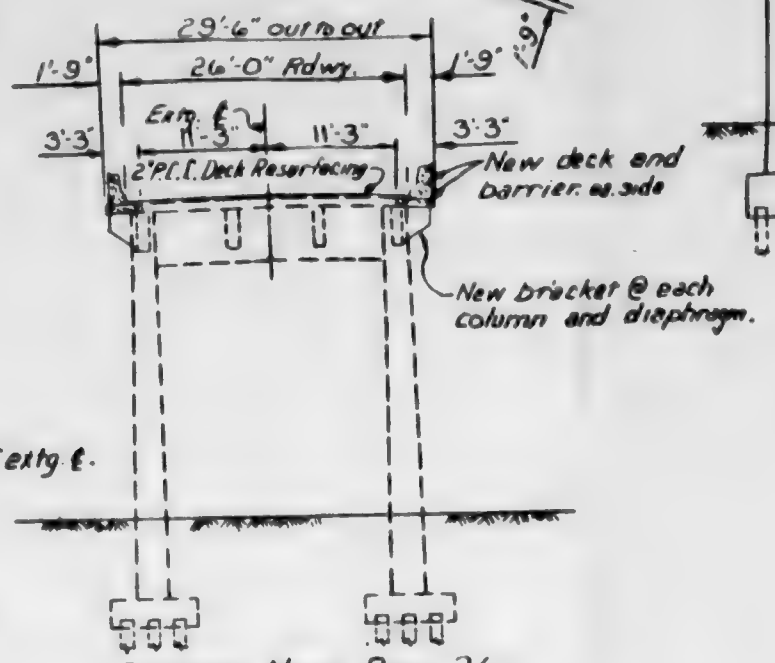
Scale: 1"=50'-0"





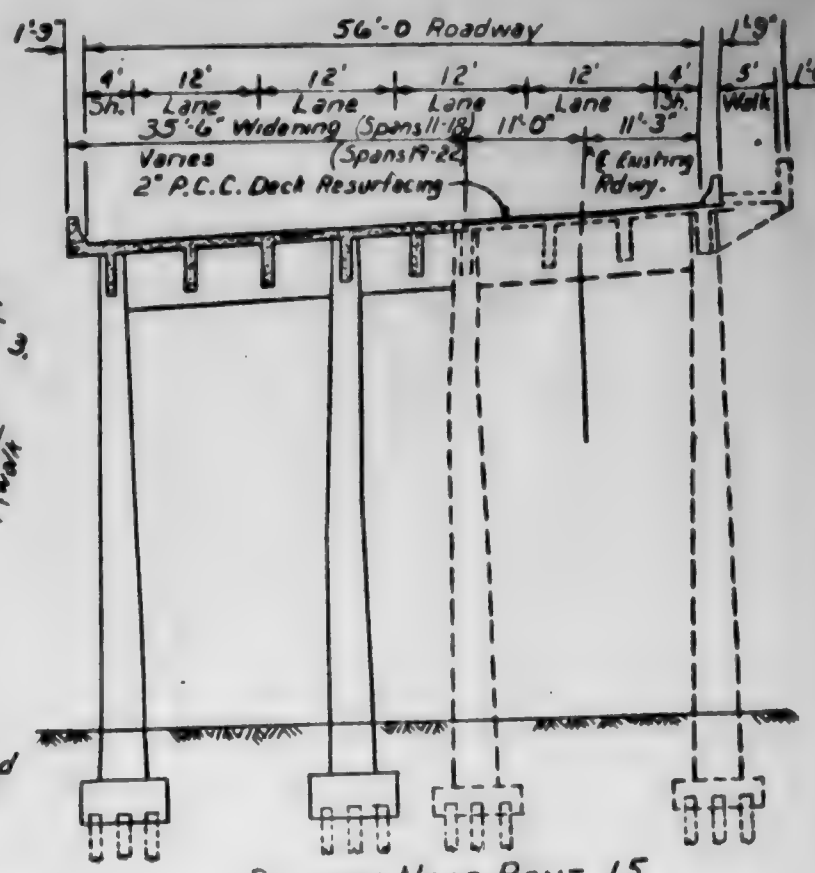
EXISTING GRADELINE "SW" LINE

No Scale



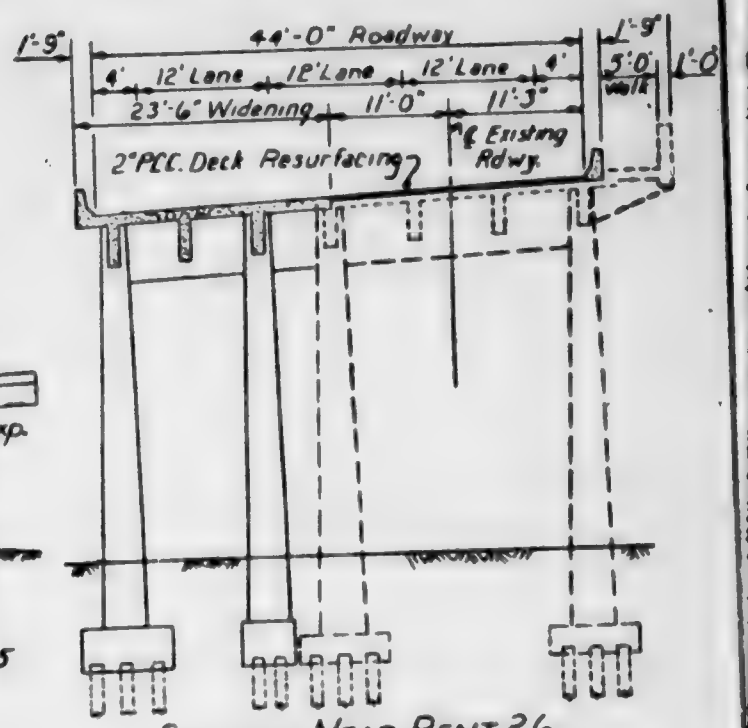
SECTION NEAR BENT 26A

(Typical for Spans 24 thru 31e)
Scale: 1"=10'-0"



SECTION NEAR BENT 15

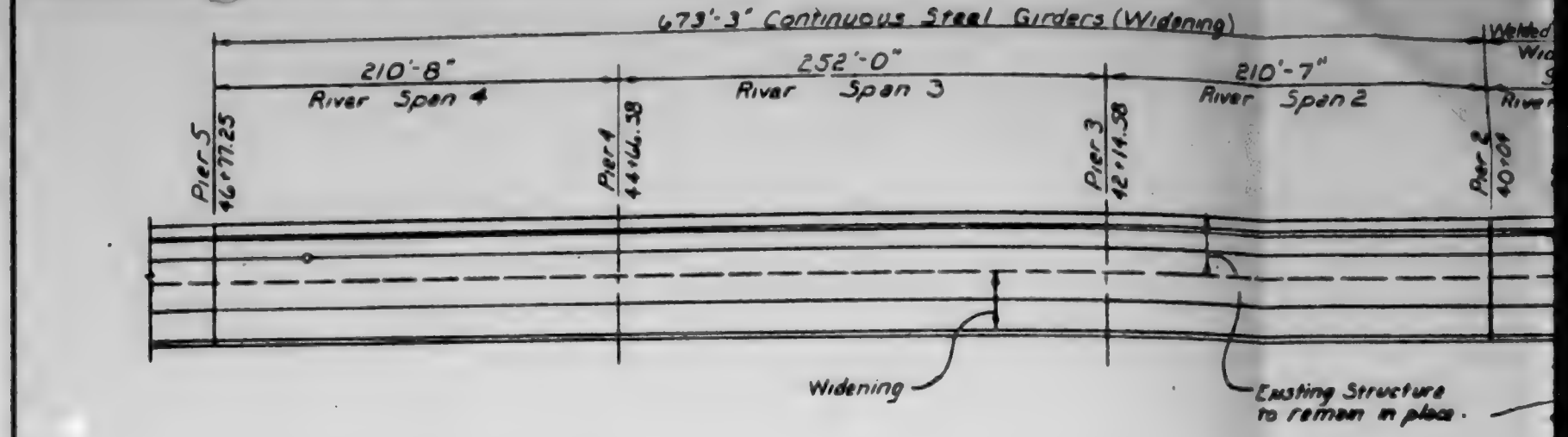
(Typical for Spans 11-22) Scale: 1"=10'-0"



SECTION NEAR BENT 26

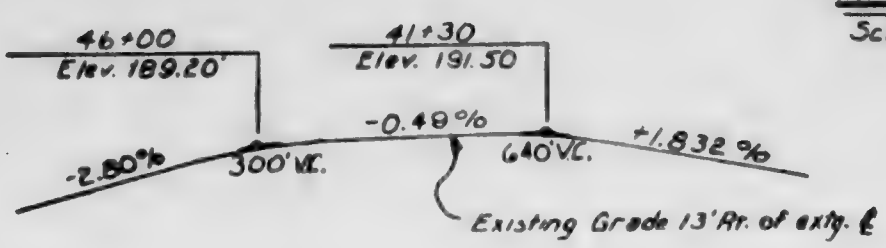
(Typical for Spans 23-30)
Scale: 1"=10'-0"

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	MARION STREET BRIDGE
DATE / REVISION	PLAN AND ELEVATION - WEST APPROACH
DATE August 1979 BRIDGE NO. 72538	SHEET 2 OF 12 DRAWING NO.



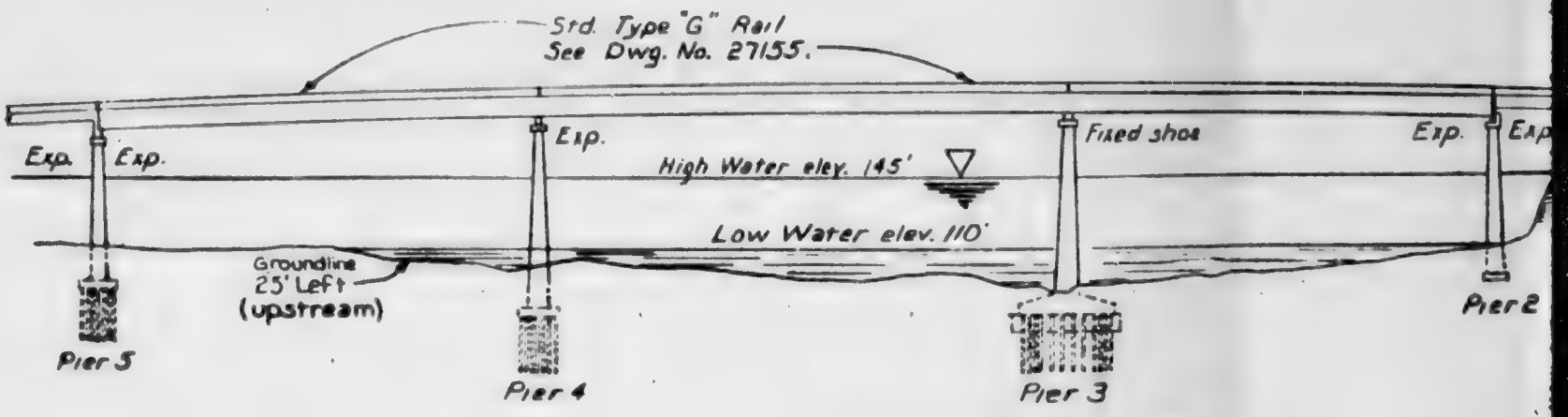
PLAN - RIVER SPANS

Scale: 1"=50'-0"



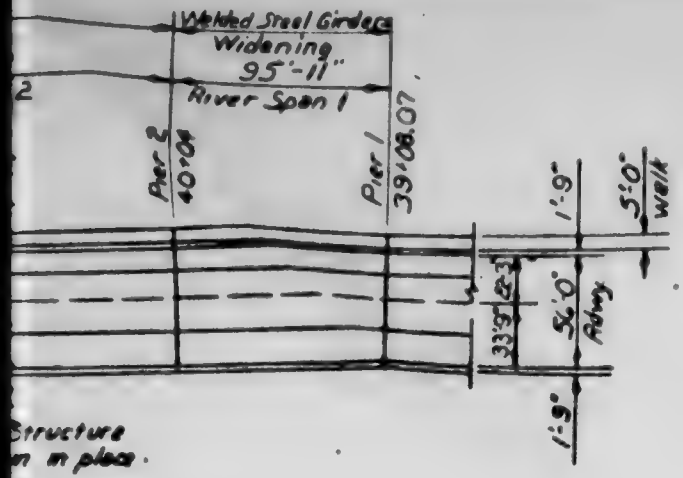
GRADELINE - RIVER SPANS

No Scale

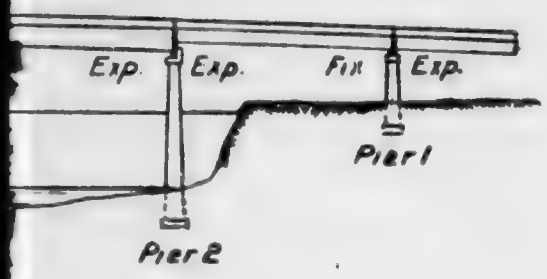


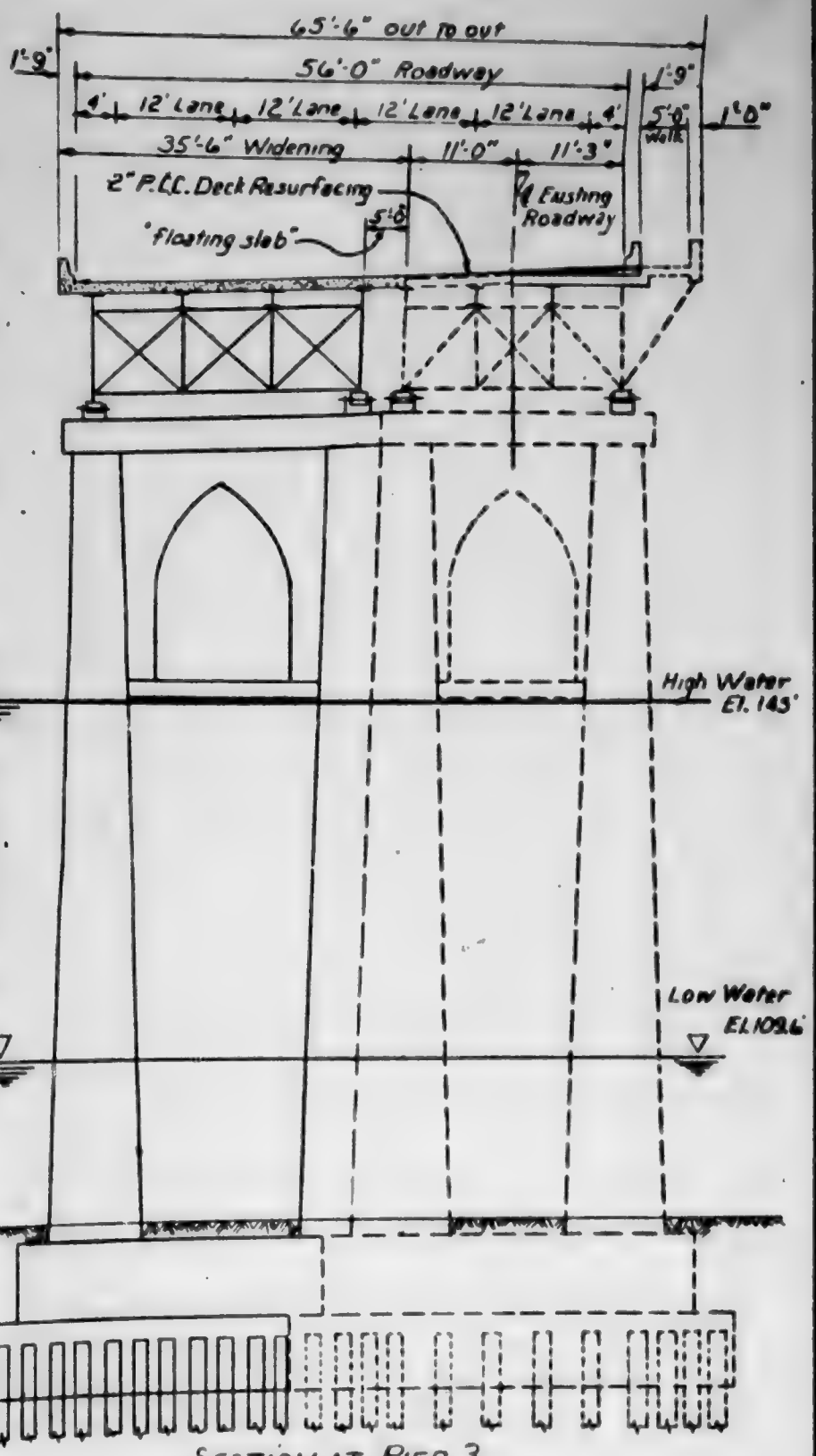
ELEVATION - RIVER SPANS

Scale: 1"=50'-0"



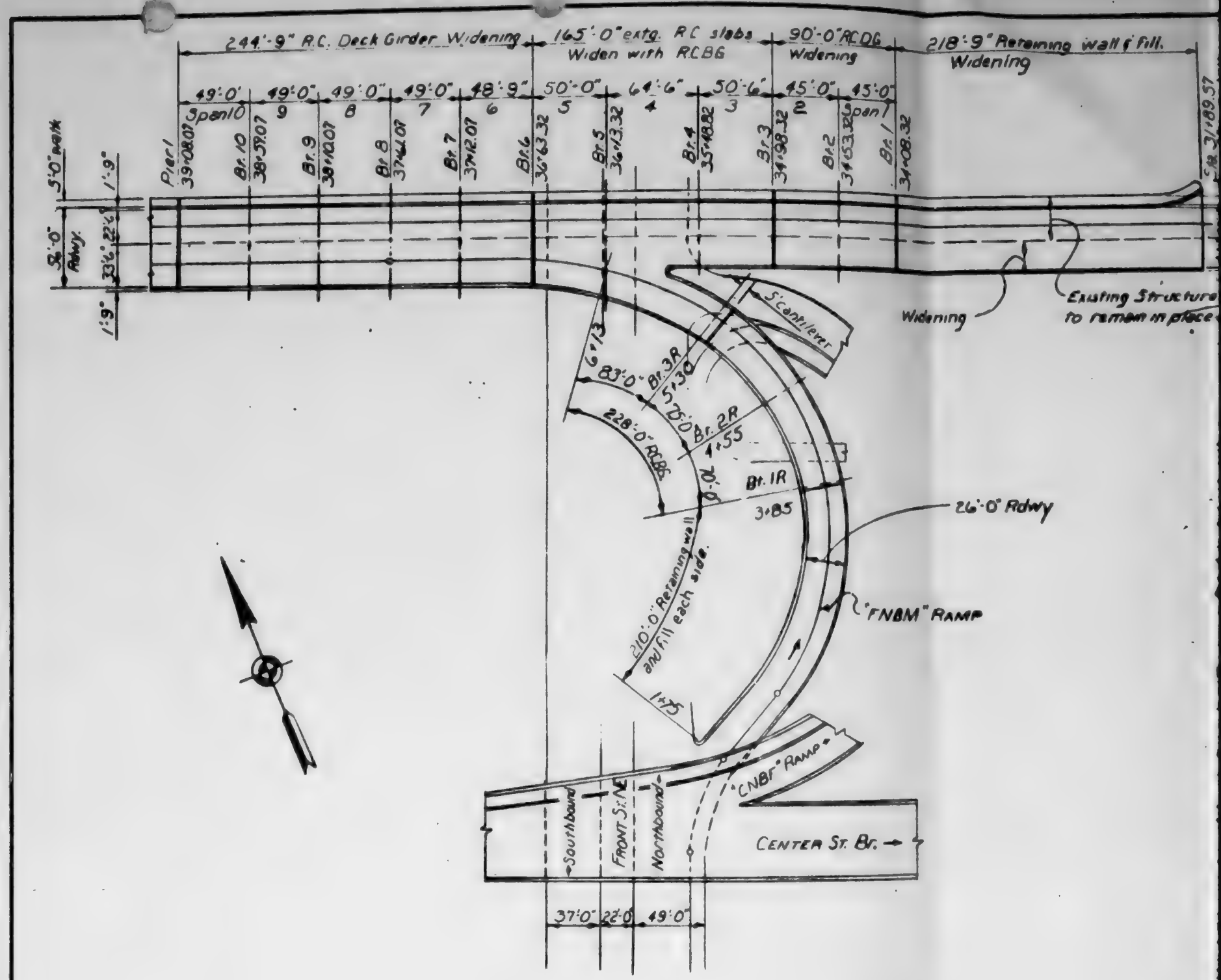
Structure
n in place.





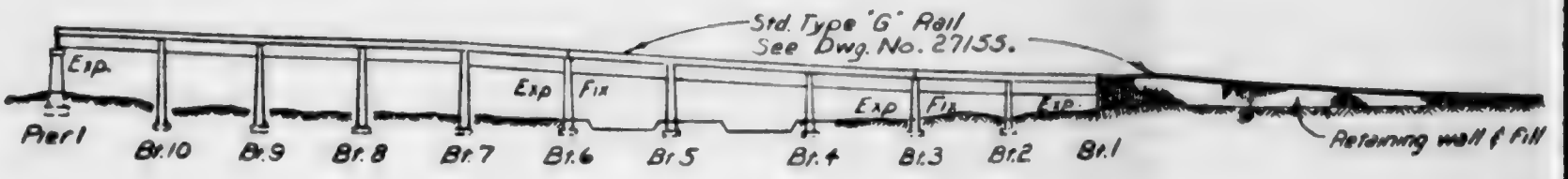
SECTION AT PIER 3
(Typical for River Spans)
Scale: 1"=10'-0"

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	MARION STREET BRIDGE
DATE / REVISION	PLAN AND ELEVATION - RIVER SPANS
	DATE August 1979 SHEET 3 OF 12 BRIDGE NO. 72538 DRAWING NO.



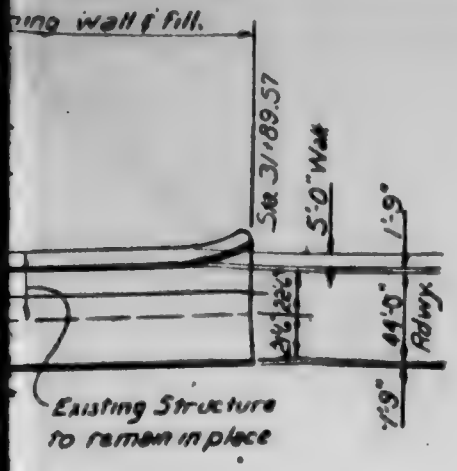
PLAN - EAST APPROACH AND "FNBM" RAMP

Scale: 1" = 50'-0"

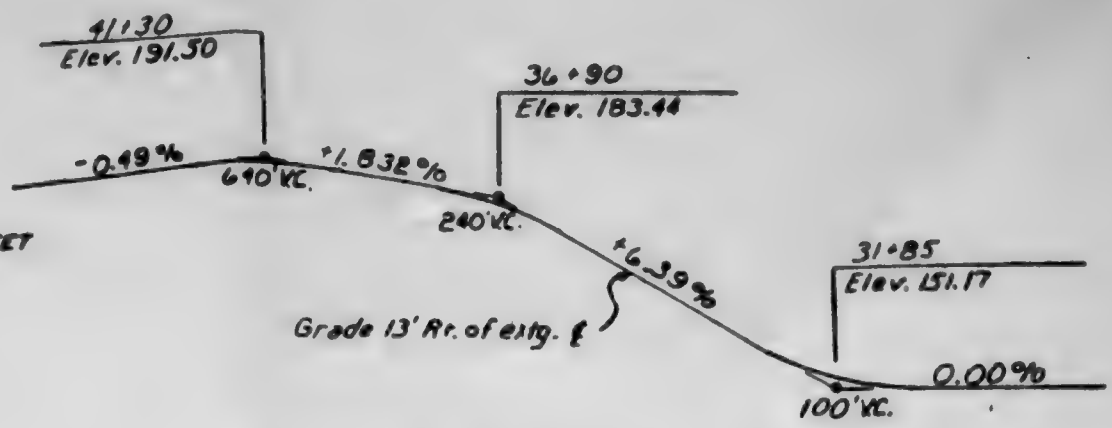


ELEVATION - EAST APPROACH

Scale: 1" = 30'-0"

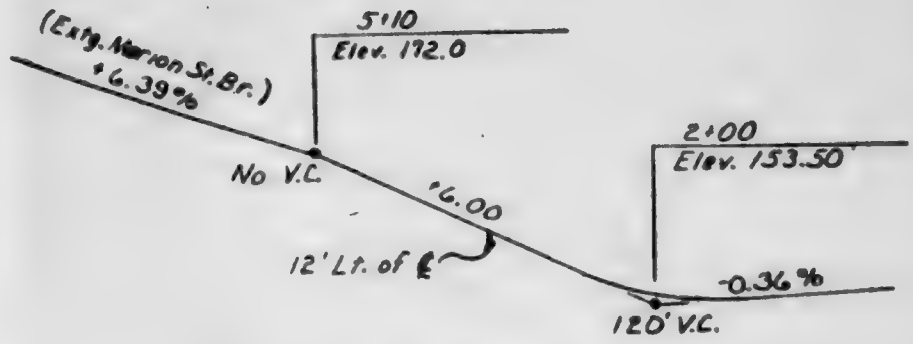


MARION STREET



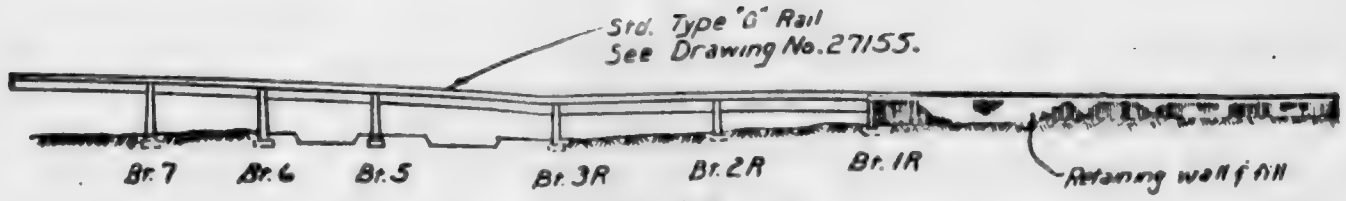
GRADELINE EAST APPROACH

No Scale



GRADELINE "FNBM" RAMP

No Scale

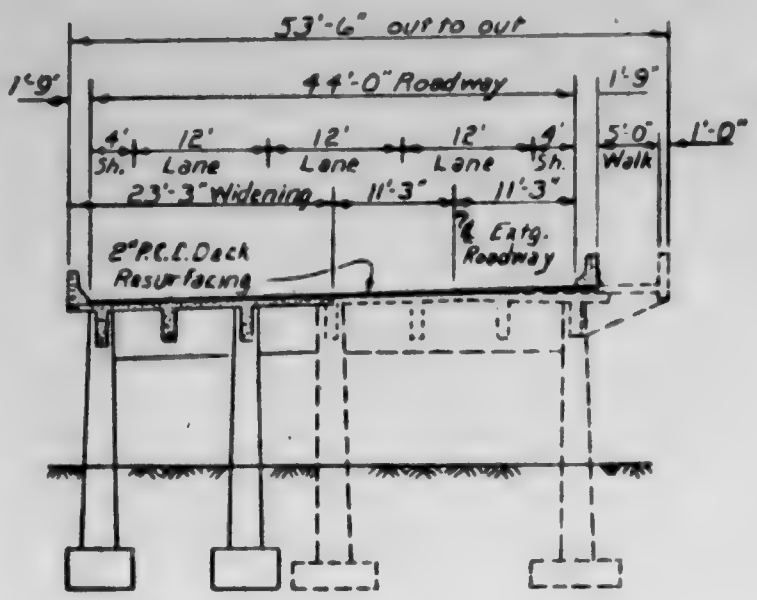


ELEVATION - "FNBM" RAMP

Scale: 1"=50'-0"

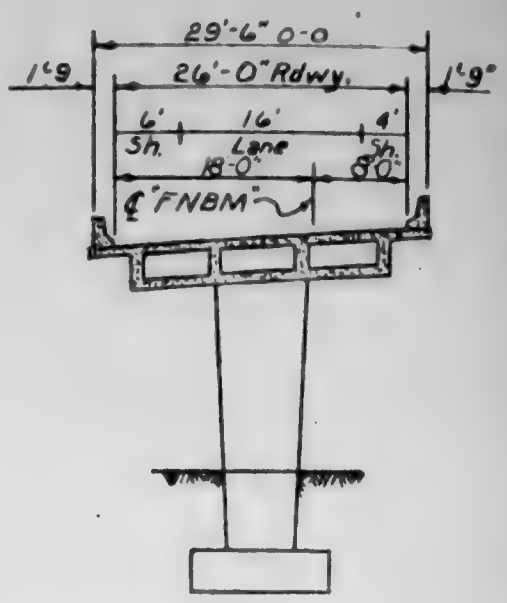
Retaining wall & Fill

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	MARION STREET BRIDGE
DATE / REVISION	PLAN AND ELEVATION - EAST APPROACH
DATE August 1979 BRIDGE NO. 72538	SHEET 4 OF 12 DRAWING NO.



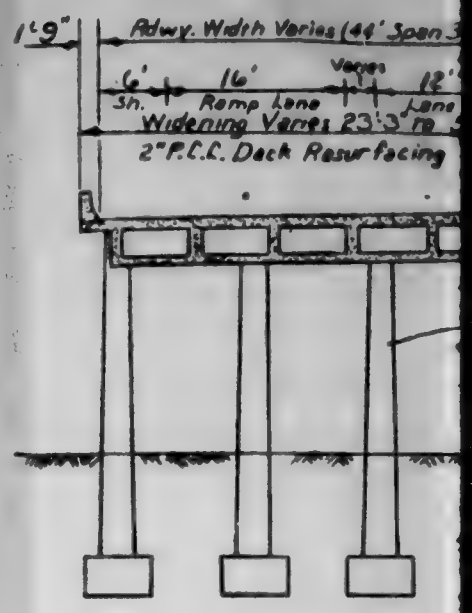
SECTION NEAR BENT 2

(Typical for Spans 1 & 2)
Scale: 1"=10'-0"



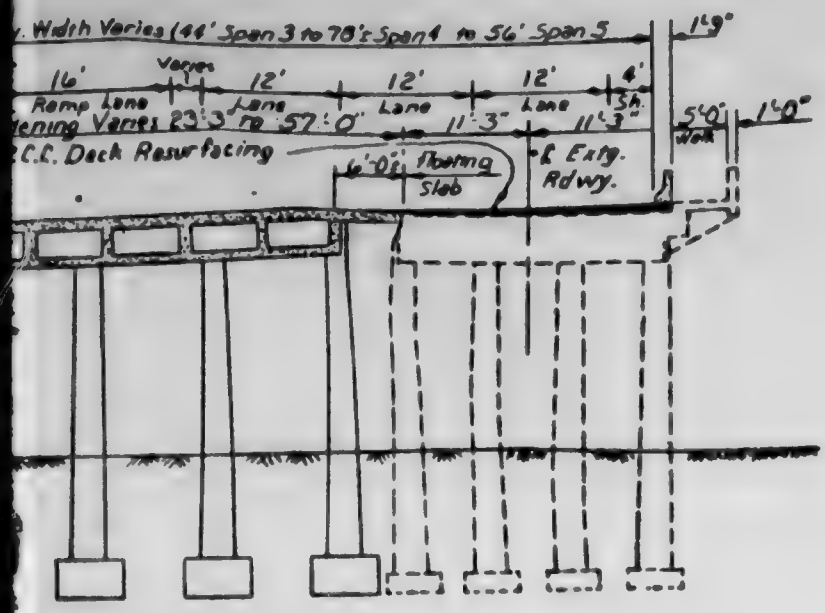
SECTION NEAR BENT 3 (FNBM RAMP)

(Typical for Spans 1 & 2)
Scale: 1"=10'-0"



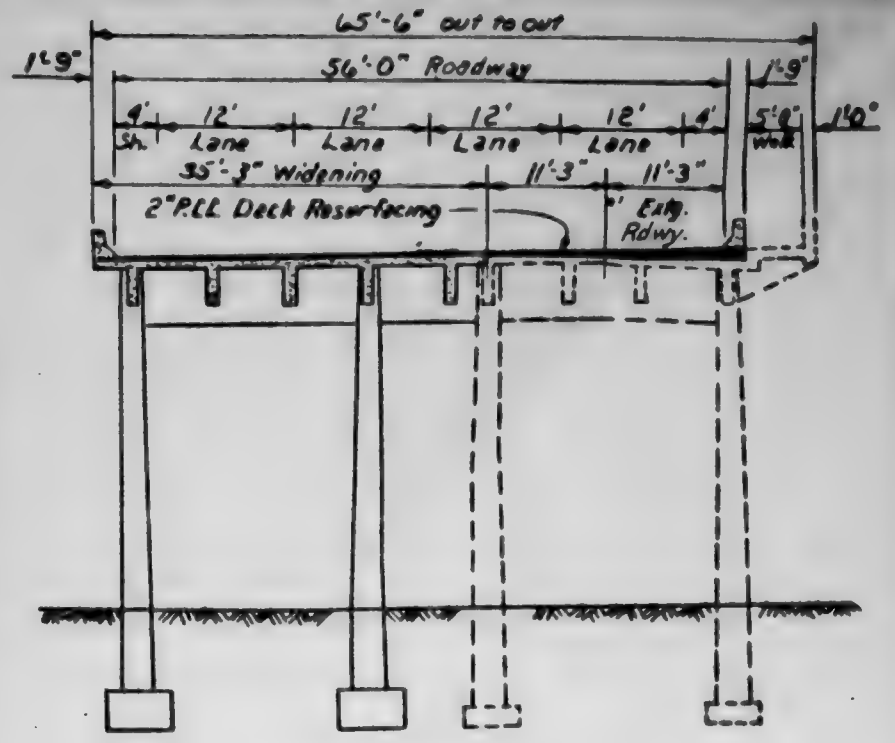
SECTION NE

(Typical for Spans
Scale: 1"=10'-0"



SECTION NEAR BENT 5

(Typical for Spans 3, 4, & 5)
Scale: 1"=10'-0"



SECTION NEAR BENT 8

(Typical for Spans 6 thru 10)
Scale: 1"=10'-0"

APPROVED: _____ P.E.
STRUCTURAL DESIGN ENGINEER

DESIGNED T. Strike
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

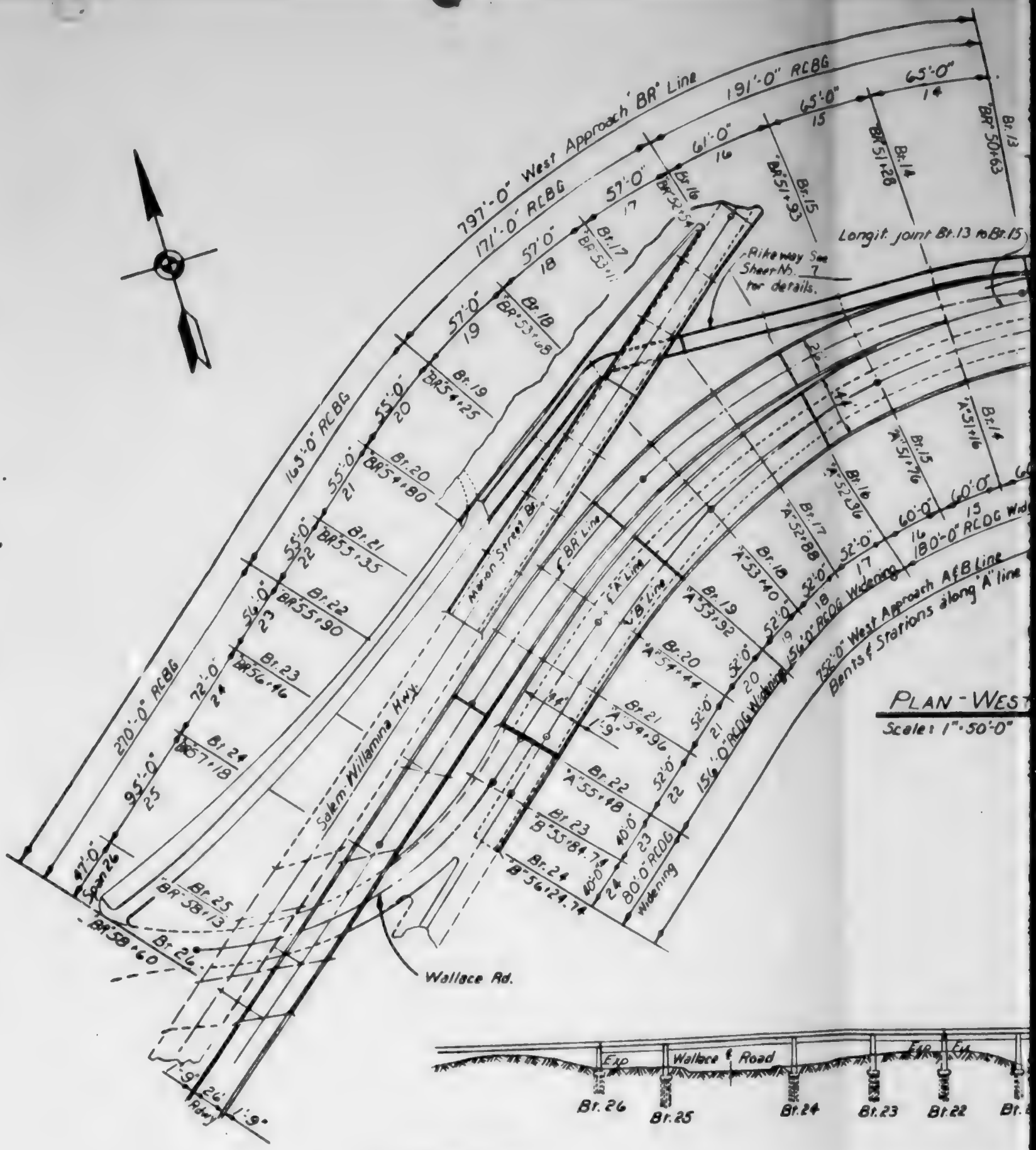
OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

MARION STREET BRIDGE

ROADWAY SECTIONS - EAST APPROACH

DATE August 1979
BRIDGE NO. 07538

SHEET 3 OF 12
DRAWING NO.

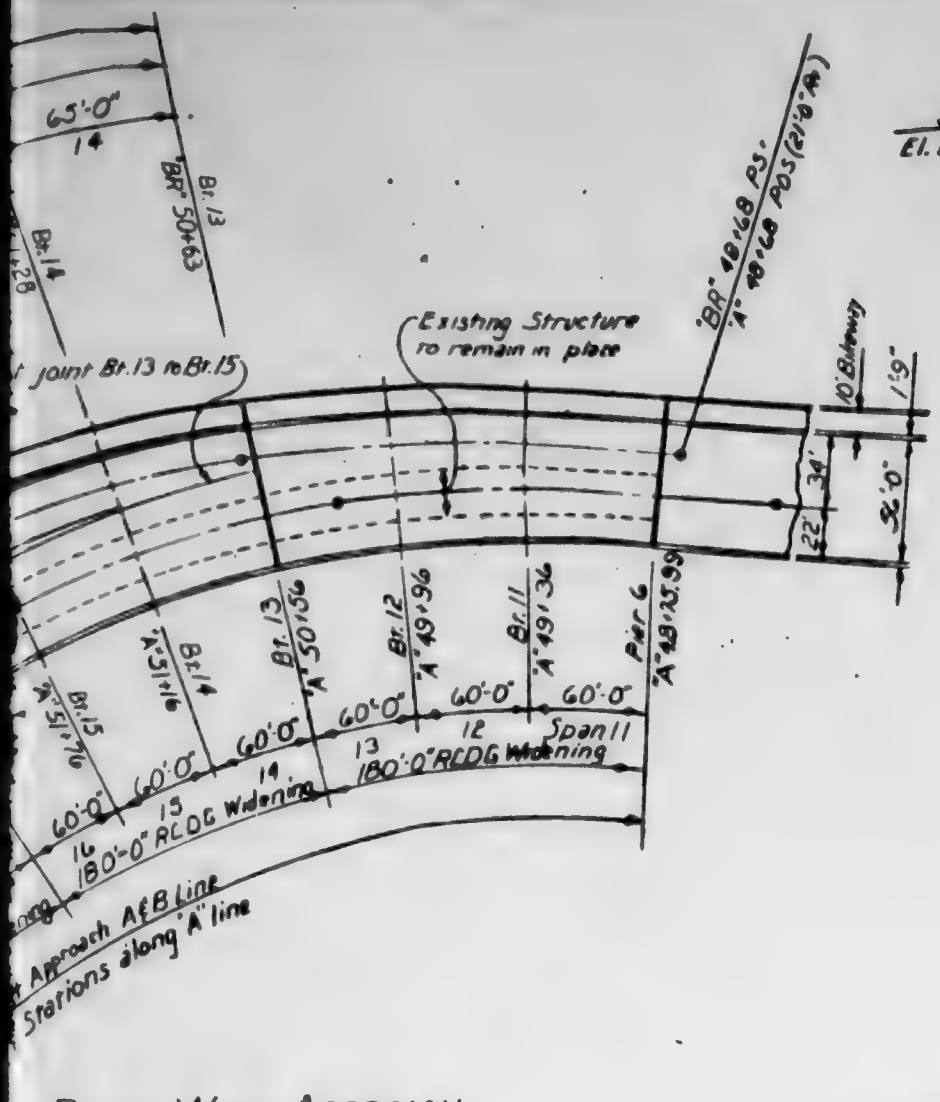


PLAN - WEST

Scale: 1" = 50'-0"

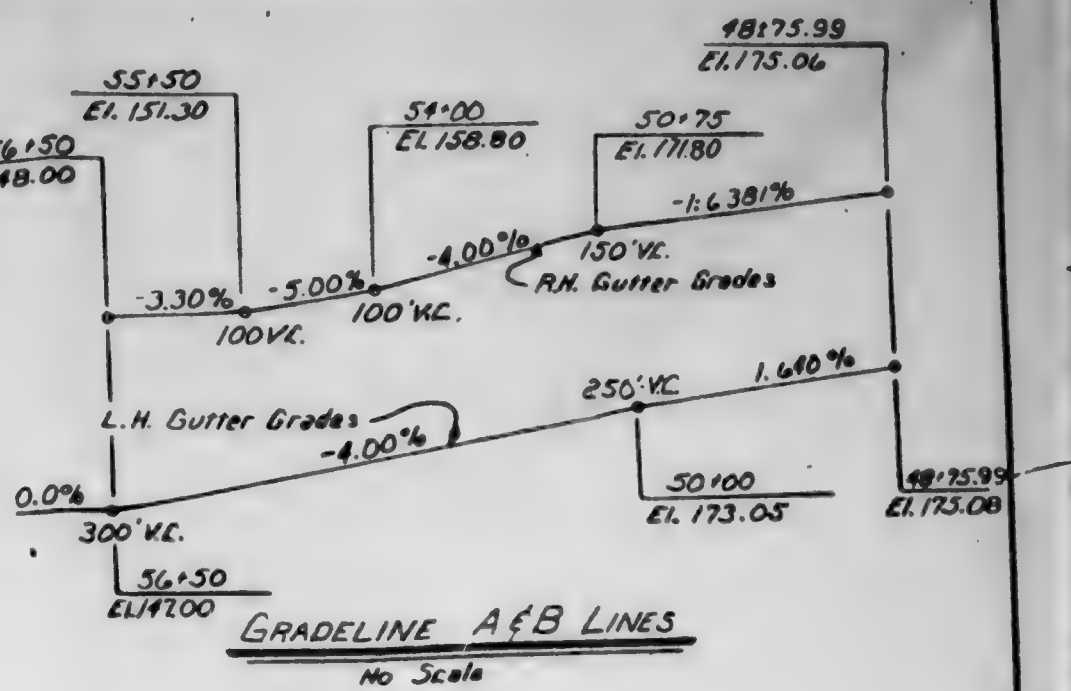
ELEVATION - WEST APPROACH - "A" & "B" LINES

Scale: 1" = 50'-0"



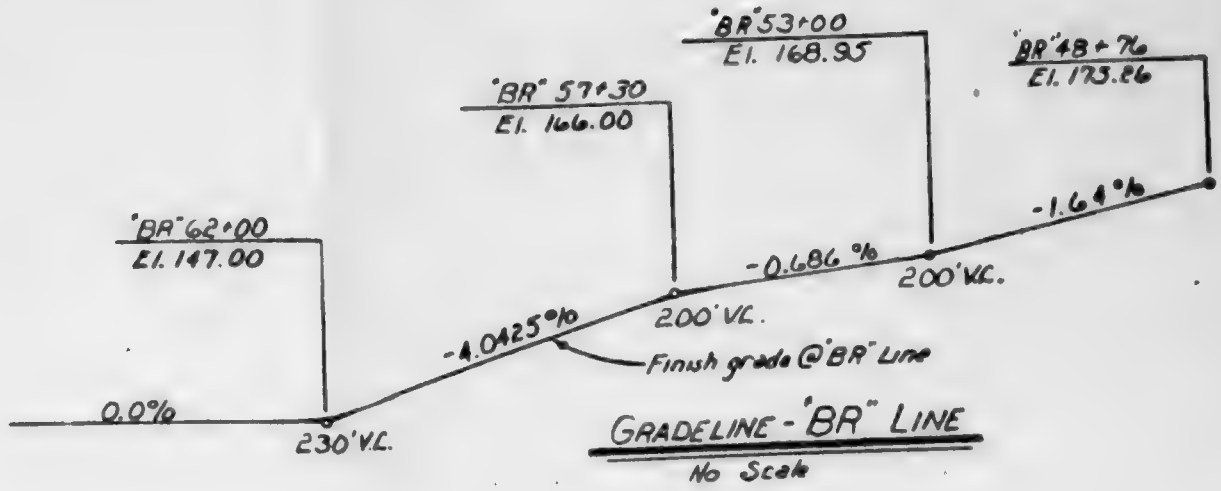
PLAN - WEST APPROACH

Scale: 1"=50'-0"



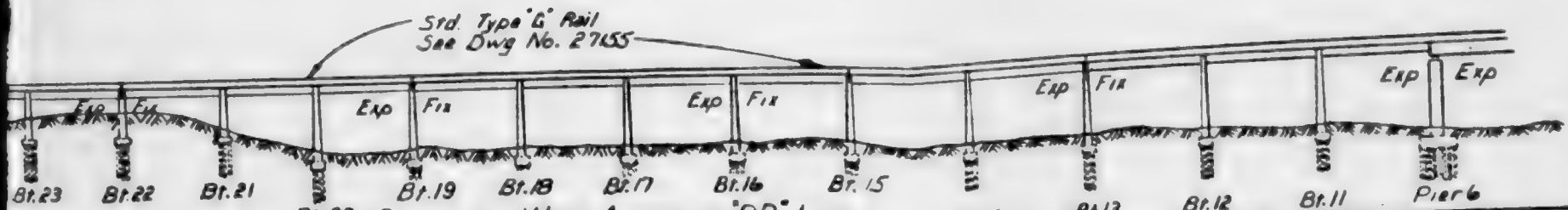
GRADELINE A&B LINES

No Scale



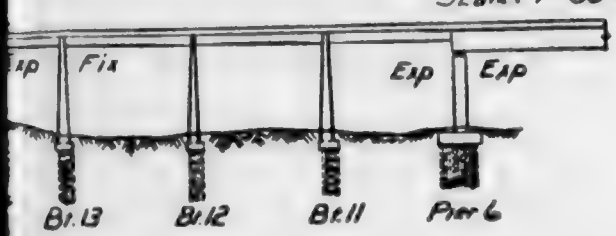
GRADELINE - "BR" LINE

No Scale



ELEVATION - WEST APPROACH "BR" LINE

Scale: 1"=50'-0"



LINES

APPROVED: _____ P.E.

STRUCTURAL DESIGN ENGINEER

DESIGNED T. Shike

DRAWN I. Silbernagel

CHECKED

REVIEWED

REVIEWED

CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION

STRUCTURAL DESIGN SECTION

CENTER STREET BRIDGE

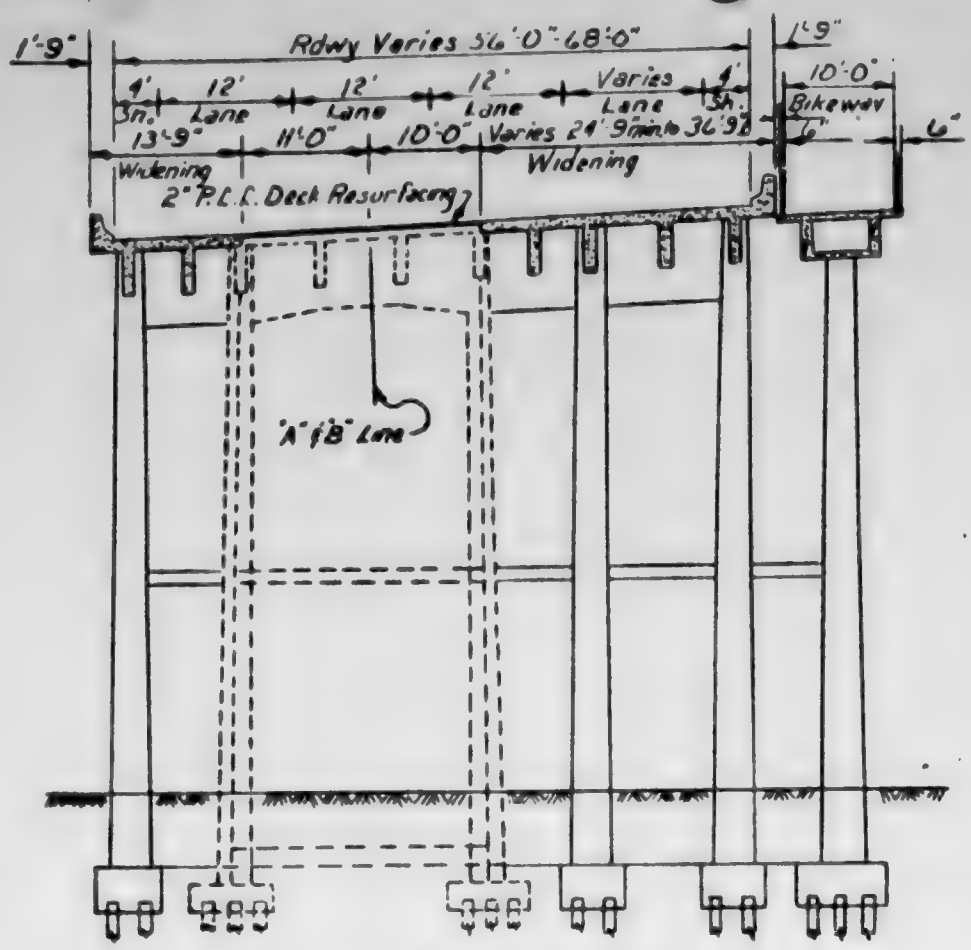
PLAN AND ELEVATION - WEST APPROACH

DATE August 1979

BRIDGE NO. 123K

SHEET 6 OF 12

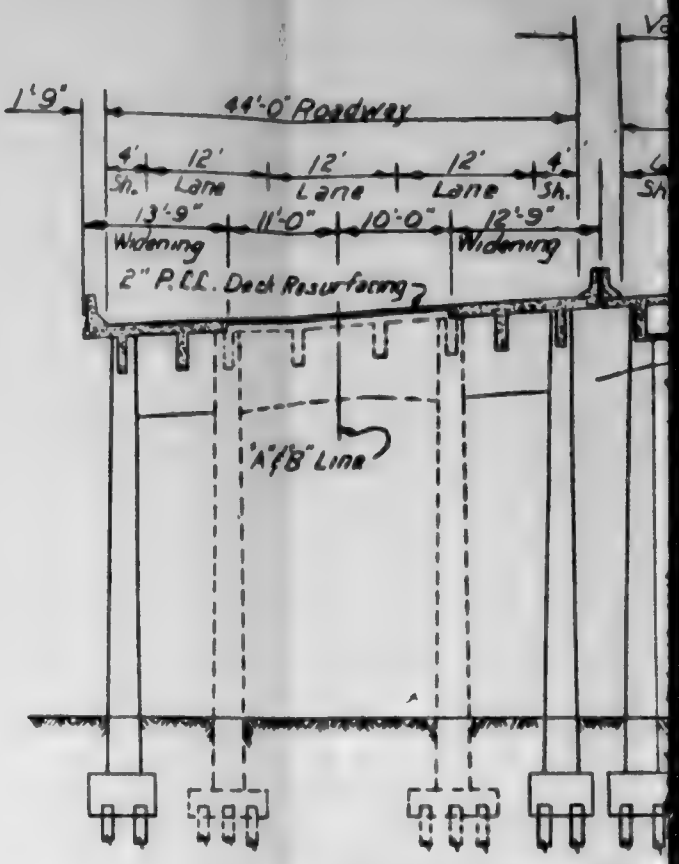
DRAWING NO.



SECTION NEAR BENT 12

(Typical for Spans 11, 12, 13)

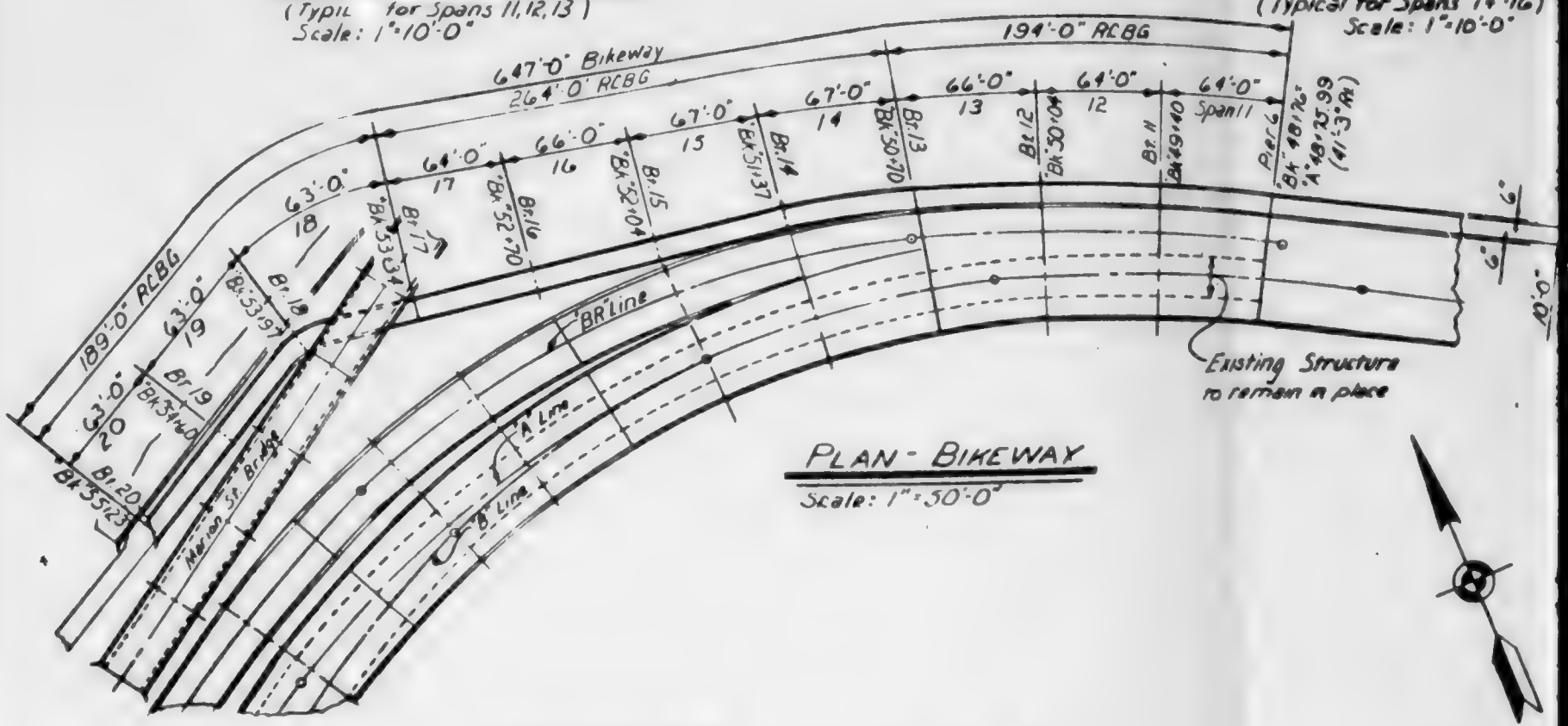
Scale: 1"=10'-0"



SECTION NEAR BENT

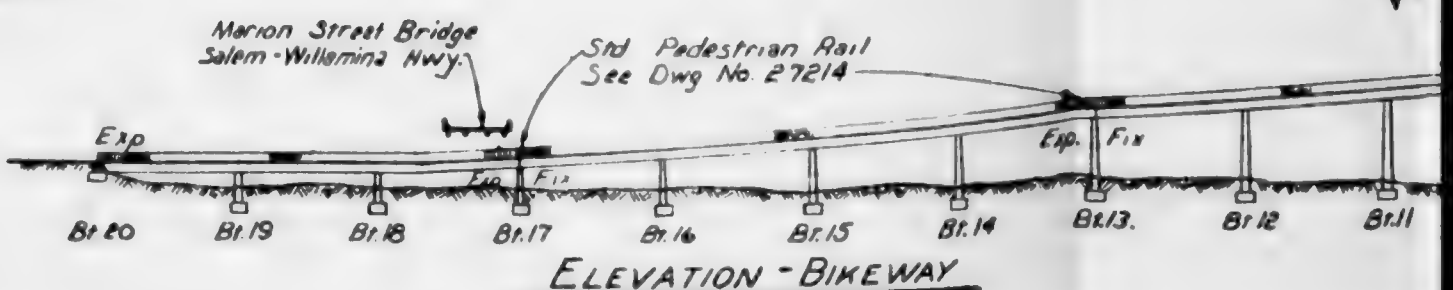
(Typical for Spans 14-16)

Scale: 1"=10'-0"



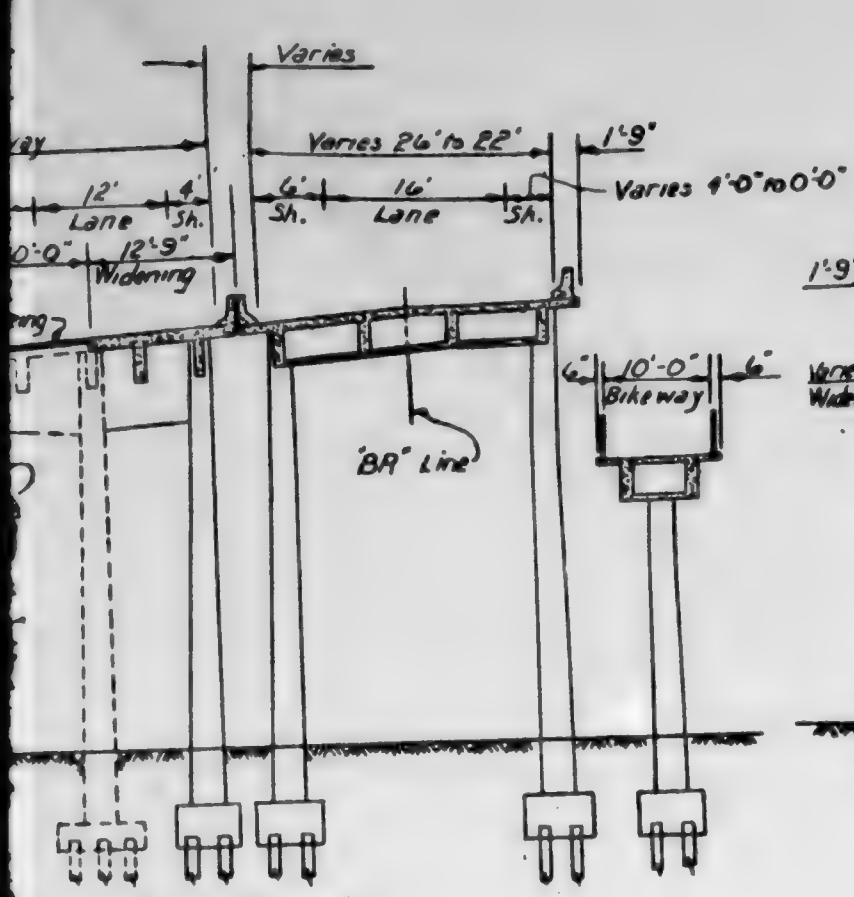
PLAN - BIKEWAY

Scale: 1"=50'-0"



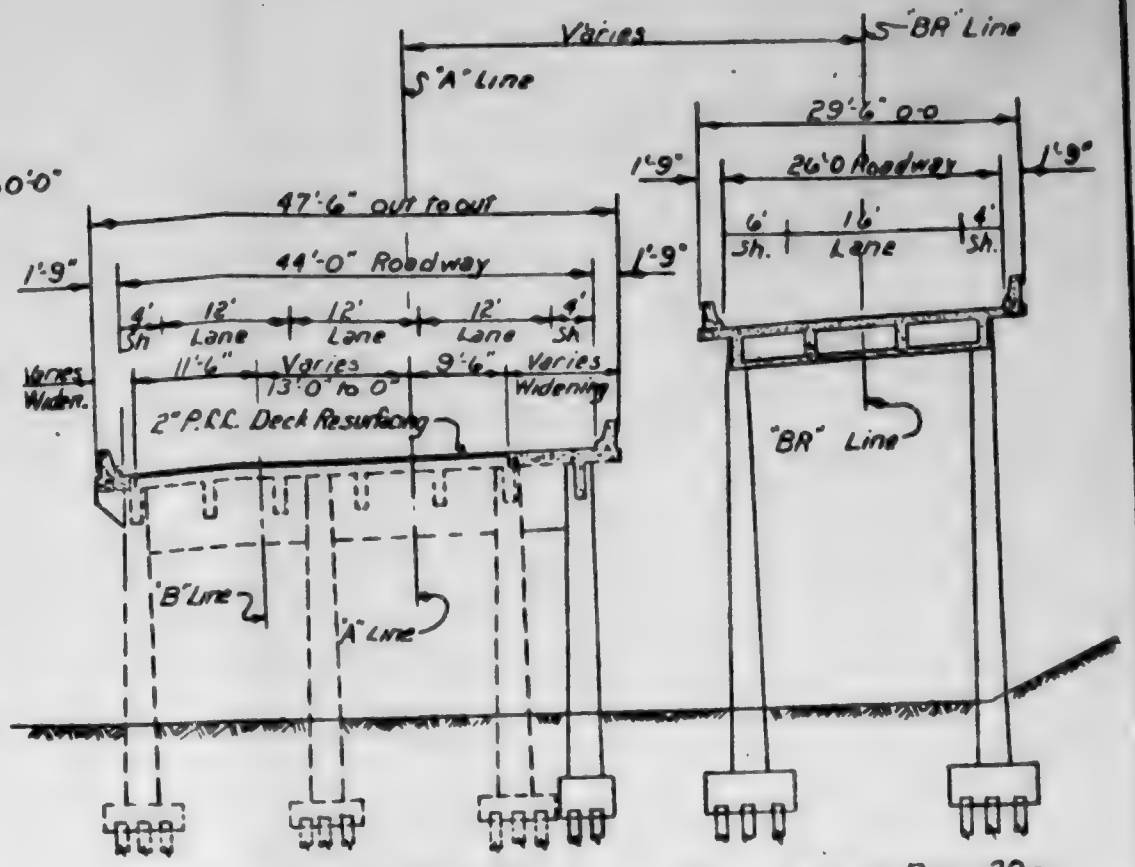
ELEVATION - BIKEWAY

Scale: 1"=50'-0"



SECTION NEAR BENT 15

(Typical for Spans 14-16)
Scale: 1"=10'-0"

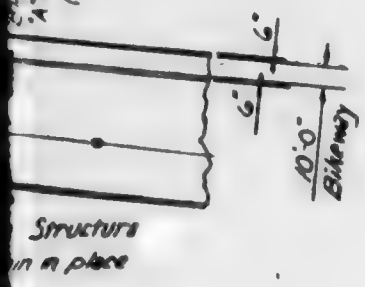


SECTION NEAR BENT 20

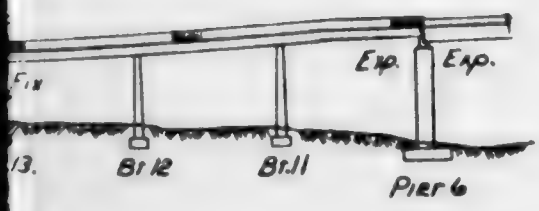
(Typical for Spans 17-22)
Scale: 1"=10'-0"

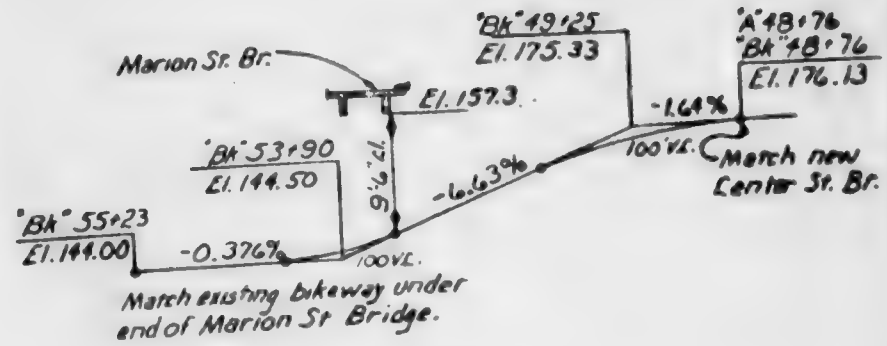
SECTION NEAR BENT 20BR

(Typical for Spans 17BR-26BR)
Scale: 1"=10'-0"



Structure in place





GRADELINE - BIKEWAY

No Scale

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	CENTER STREET BRIDGE
DATE / REVISION	PLAN & ELEVATION - BIKEWAY AND ROADWAY SECTIONS - WEST APPROACH
DATE August 1979 BRIDGE NO. 123K	SHEET 7 OF 12 DRAWING NO.

860'-0" 4 SPAN CONTINUOUS SEGMENTAL BEAM - POST-TENSIONED SUPERSTRUCTURE
(Cast in place PTCBG Cantilevers w/ 7'-0 deep precast beams)

190'-0" (SPAN 5) | 240'-0" (SPAN 4) | 240'-0" (SPAN 3) | 190

140'-0" (7' deep precast prestr. bms.) | 50'-0" P.T.C.B.G. (cast in place) | 50'-0" (cast in place) | 140'-0" (7' deep precast prestr. bms.) | 50'-0" P.T.C.B.G. (cast in place) | 50'-0" (cast in place) | 140'-0" (7' deep precast prestr. bms.) | 50'-0" PTCBG (cast in place) | 50'-0" (cast in place) | (7'de

Cant. | Cant. | Cant. | Cant. | Cant. | Cant.

Pier 6 10+76 | Pier 5 46+96 | Pier 4 44+46 | Pier 3 42+06

PLAN - RIVER SPANS
Scale: 1"=50'-0"

Std. Type "G" R
dwg. # 27155

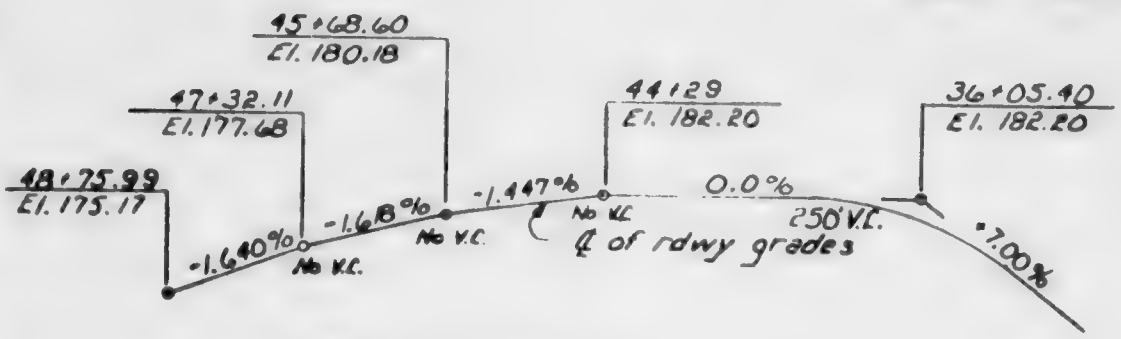
Exp

High Water 143

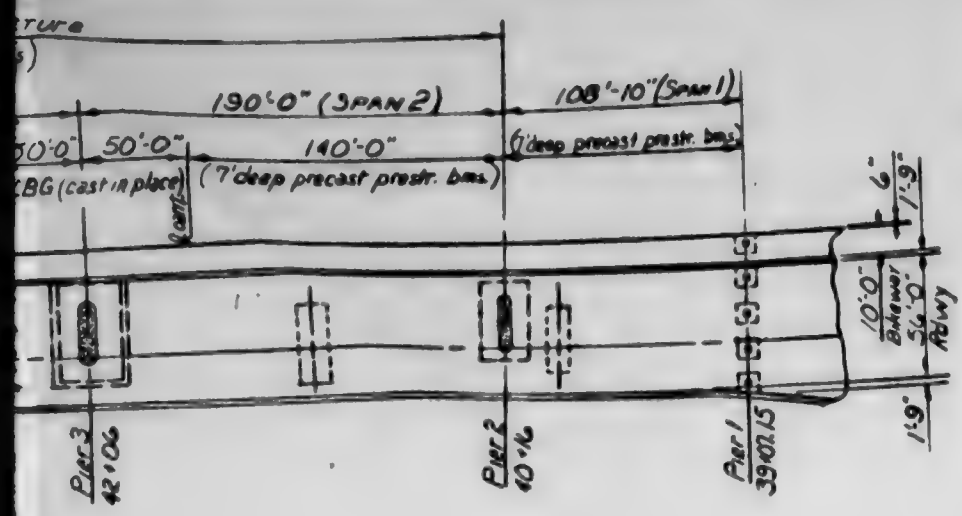
Low Water 110

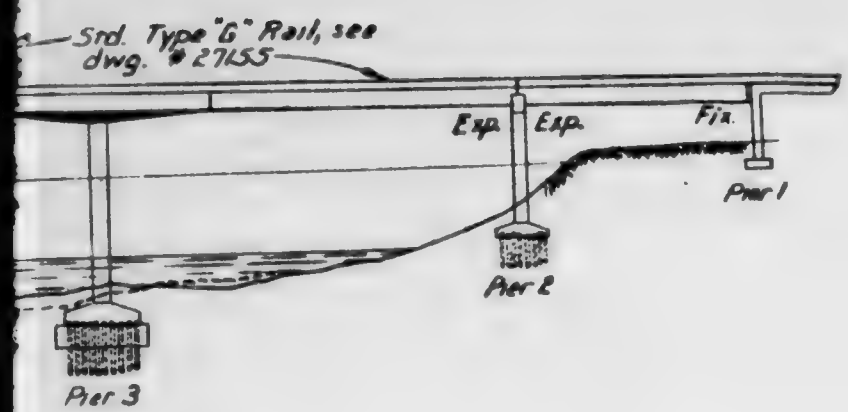
Pier 6 | Pier 5 | Groundline 50' Right (downstream) | Pier 4 | Groundline 25' Left (upstream) | Pier 3

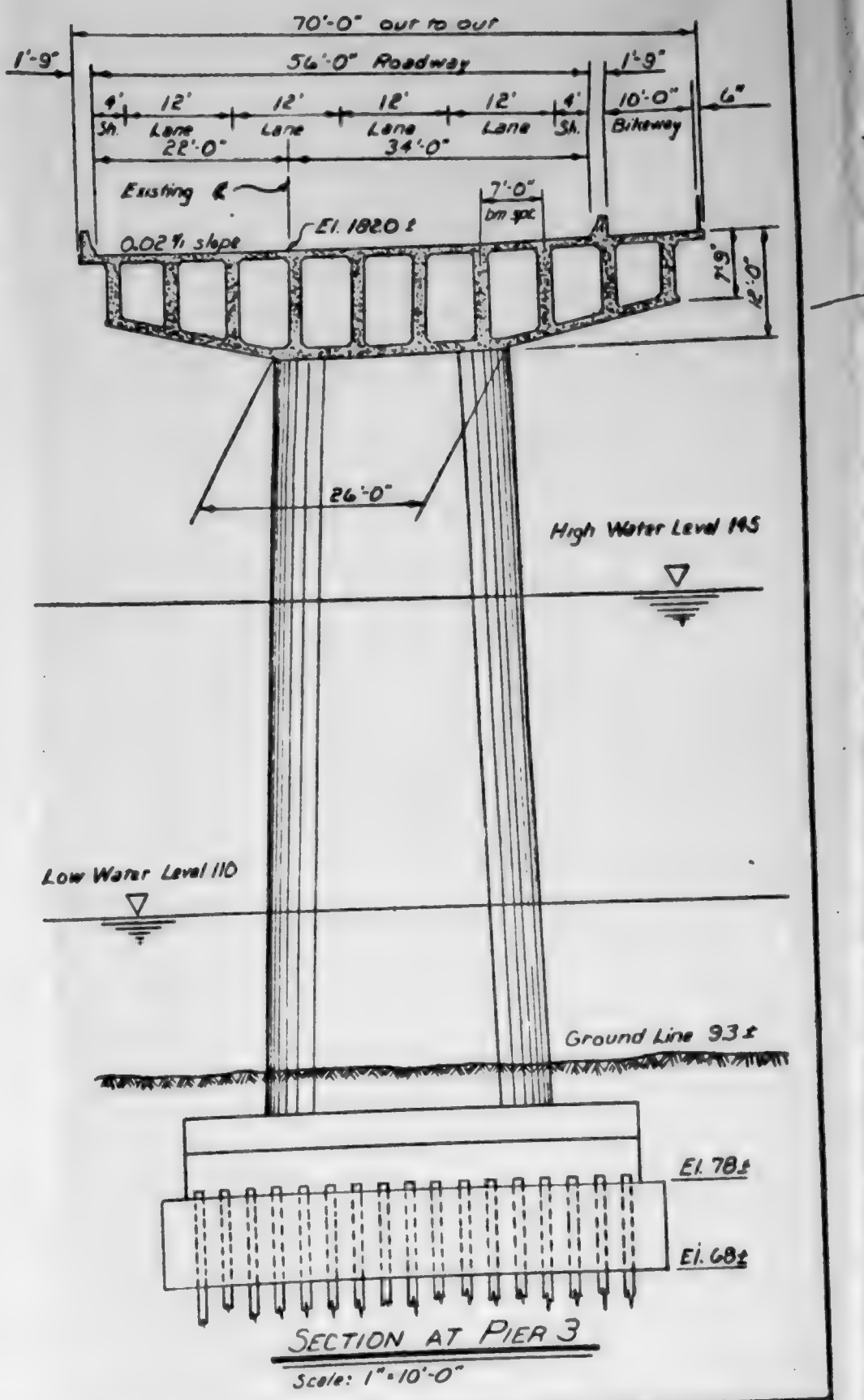
ELEVATION - RIVER SPANS
Scale: 1"=50'-0"



GRADELINE - RIVER SPANS
No Scale



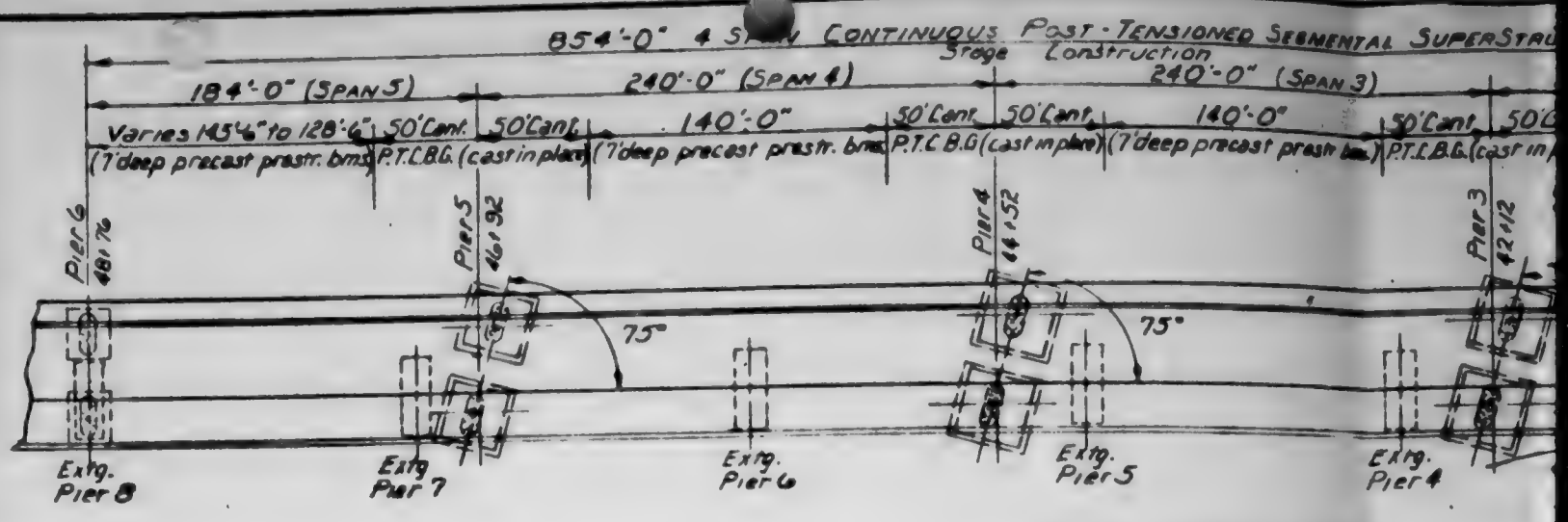




SECTION AT PIER 3

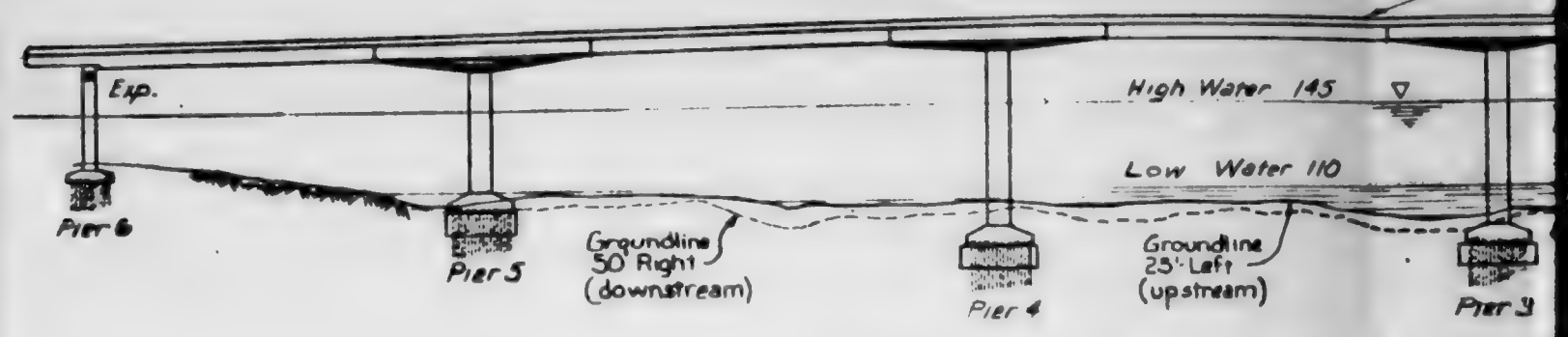
Scale: 1" = 10'-0"

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	CENTER STREET BRIDGE (DETOUR TO MARION ST. BRIDGE)
DATE / REVISION	PLAN AND ELEVATION - RIVER SPANS
DATE August 1979 BRIDGE NO. 123K	SHEET 8 OF 12 DRAWING NO.



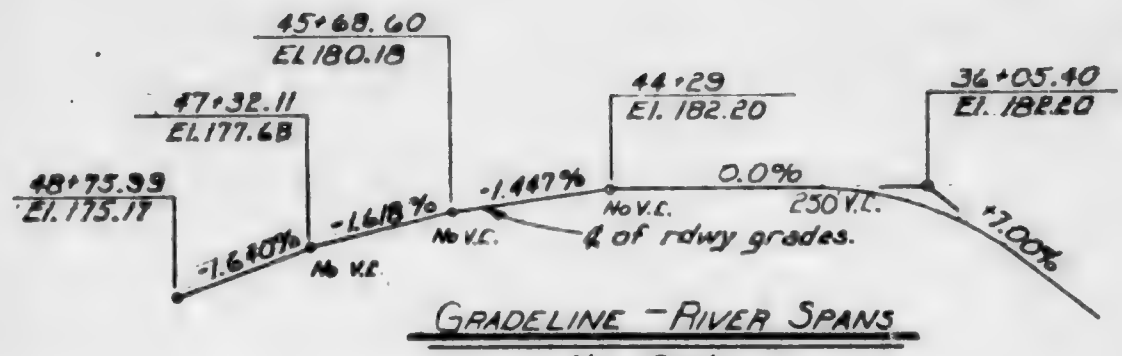
PLAN - RIVER SPANS

Scale: 1" = 50'-0"



ELEVATION - RIVER SPANS

Scale: 1" = 50'-0"



GRADELINE - RIVER SPANS

No Scale

℄ Exist. Ro

STRUCTURE

190'-0" (SPAN 2)

50' Cant. | Varies 28'-6" to 145'-6" | 114'-10"

(cast in place 7' deep precast prest. bms) (7' deep precast prest bms)

Pier 2 | Pier 1

42 1/2

10°22

39°02'15"

75°

6"

1'-9"

6'-0" Bikeway

56'-0" Roadway

1'-9"

Extg. Pier 3 | Extg. Pier 2 | Extg. Pier 1

Std. Type "G" Rail, See dwg. # 27155

Exp | Exp | Fix

Pier 1

Pier 2

Pier 3

70'-0" out to out

1'-9" | 56'-0" Roadway | 1'-9" | 6"

4' Sh. | 12' Lane | 12' Lane | 12' Lane | 12' Lane | 4' Sh. | 10'-0" Bikeway

22'-0" | 34'-0"

El. 1820 ℄

0.02% slope

7'-9"

12'-0"

7'-9" Extg. ℄

38'-0"

High water El. MS

Low Water El. 110

Ground Line El. 93

El. 68

SECTION NEAR PIER 3

Scale: 1"=10'-0"

46'-3"

17'-9" | 28'-6" Stage ① Construct.

24'-0" Extg. Rdwy. Stage ① Traffic

4 bms spcs @ 6'-3" = 25'-0"

3'-6"

Remove Extg. Sidewalk

0.02% Slope

Extg. Roadway

30'-3" to ℄ column

STAGE ①

6'-4" Stage ③ Construction

35'-2" Stage ② Construction

28'-6"

23'-9" | 11'-5" | 1'-3" | 26'-0" Roadway | 1'-3"

3'-6"

5 bms. spc @ 6'-4" = 31'-8"

"Floating" Deck Slab

Temporary barrier

Cross beam conn. Stage ②

Web wall

7'-9"

38'-0" ctr. to ctr. columns

STAGE ② & ③

STAGE CONSTRUCTION DETAILS

Scale: 1"=10'-0"

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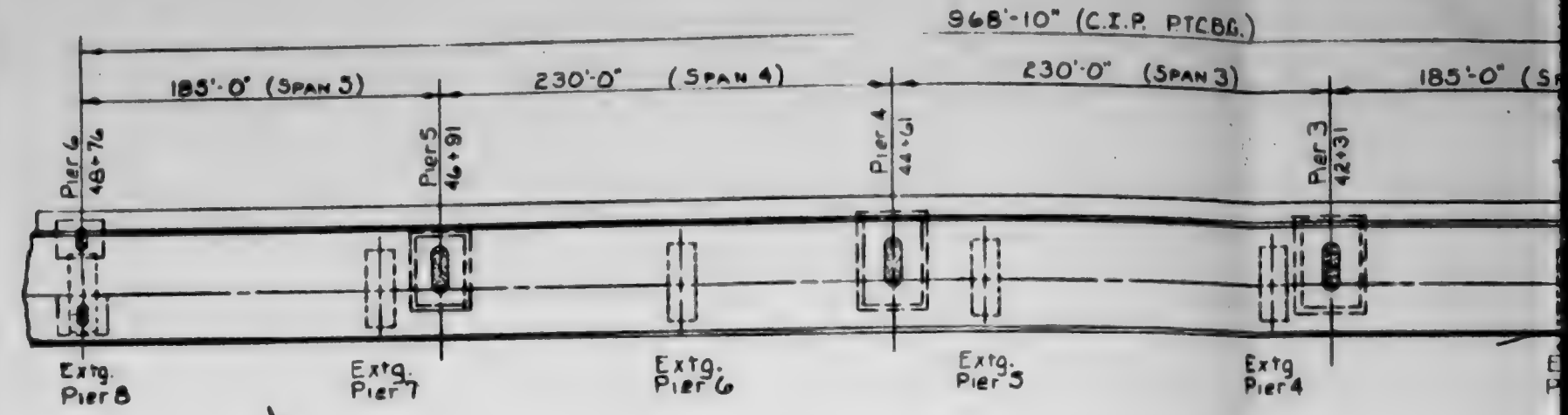
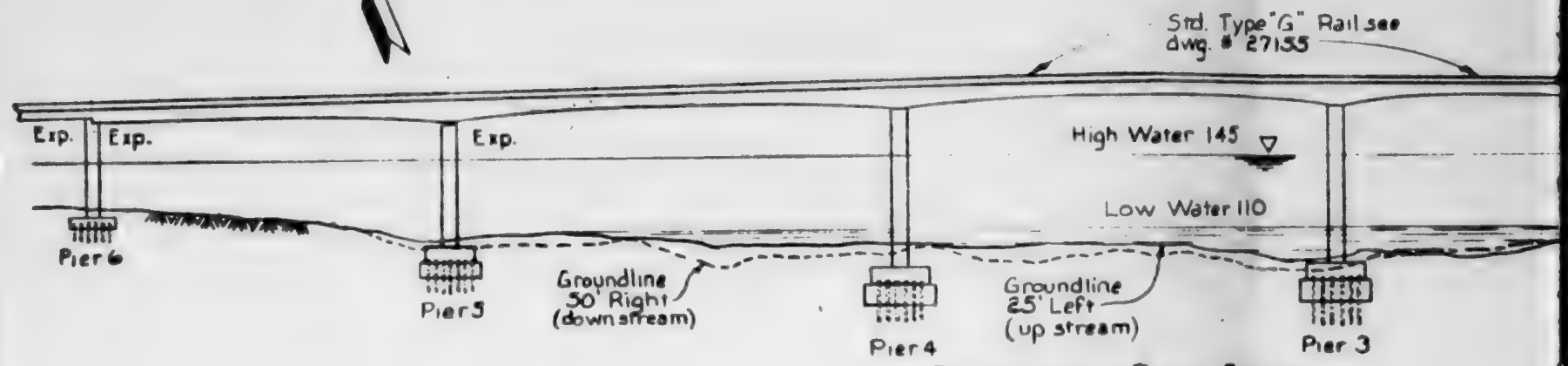
DESIGNED T. Shike DRAWN A. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	CENTER STREET BRIDGE STAGE CONSTRUCTION
DATE / REVISION	PLAN AND ELEVATION - RIVER SPANS
DATE September 1979 BRIDGE NO. 123K	SHEET 9 OF 12 DRAWING NO.



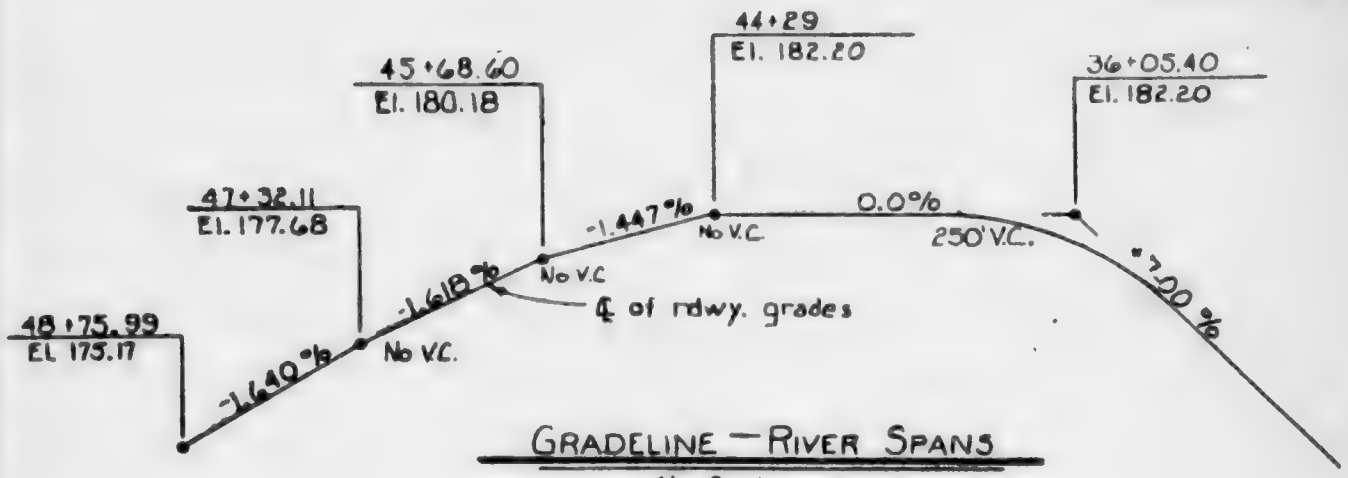
PLAN — RIVER SPANS

Scale: 1"=50'-0"



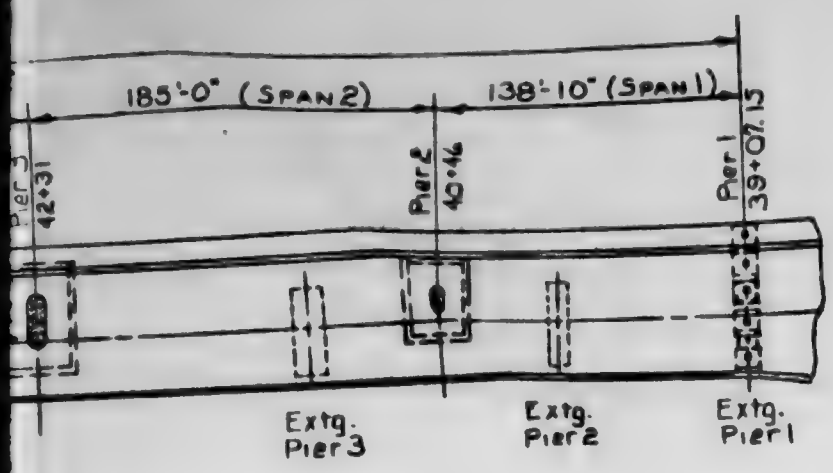
ELEVATION — RIVER SPANS

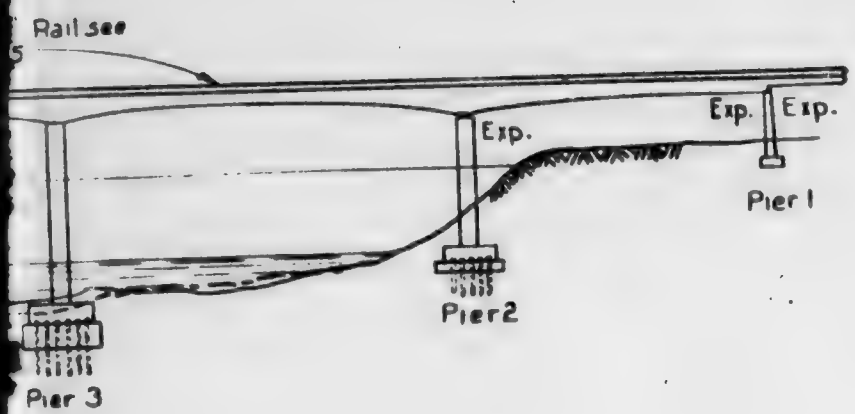
Scale: 1"=50'-0"

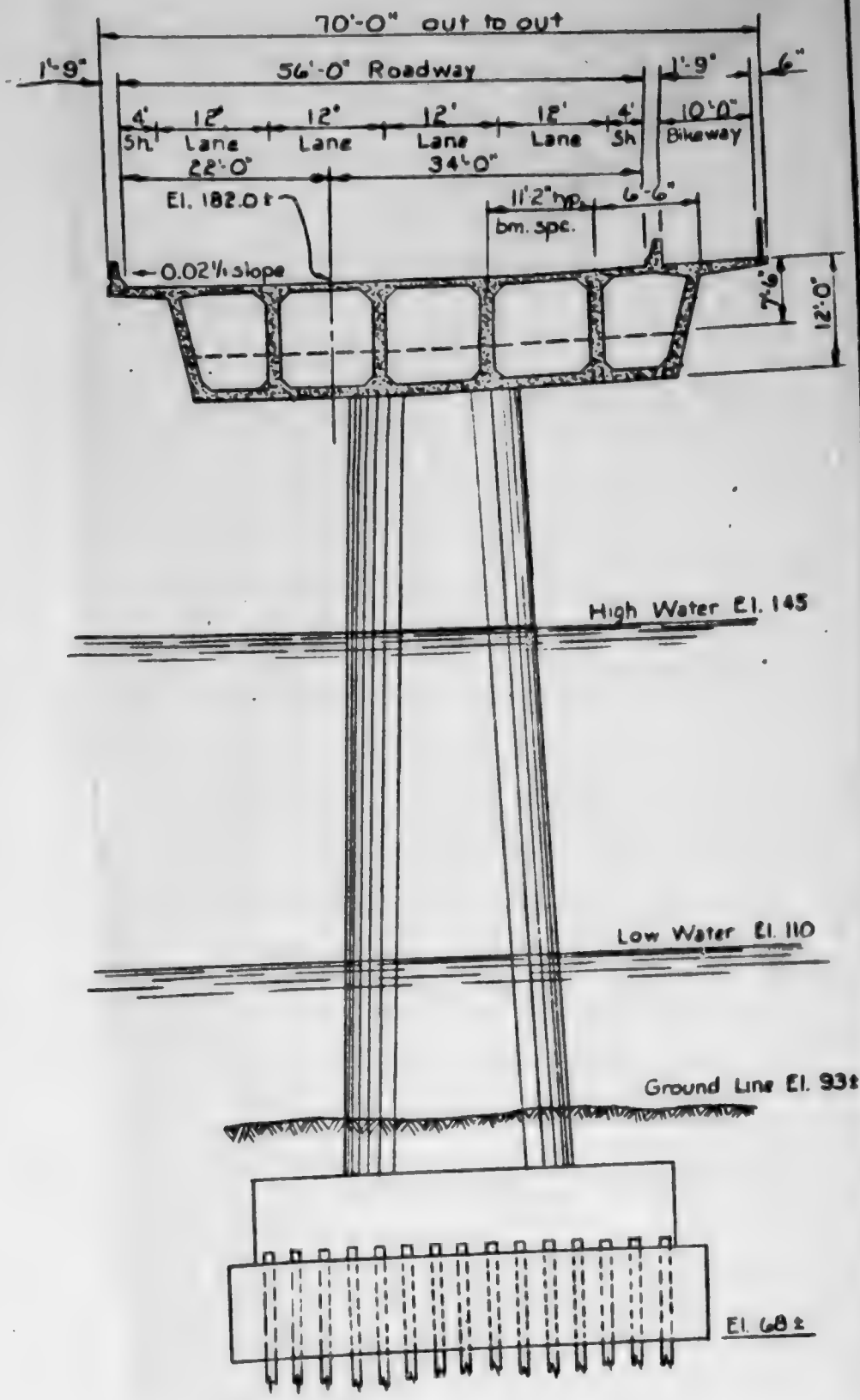


GRADELINE — RIVER SPANS

No Scale



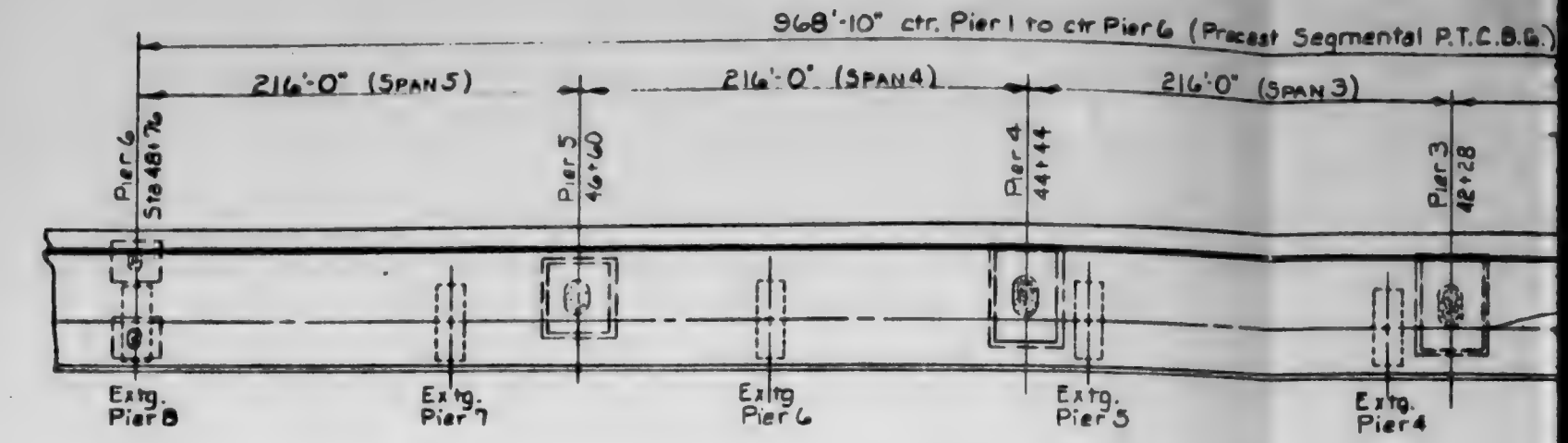




SECTION NEAR PIER 3

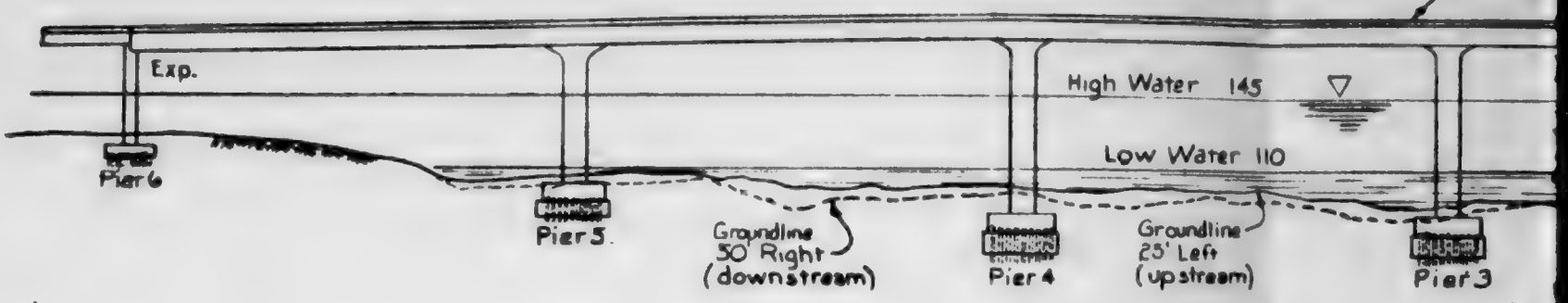
Scale: 1"=10'-0"

APPROVED. P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	CENTER STREET BRIGDE (DETOUR TO MARION ST. BRIDGE)
DATE / REVISION	PLAN AND ELEVATION - RIVER SPANS
	DATE SEPTEMBER 1979 · SHEET 10 OF 12
	BRIDGE NO. 123K · DRAWING NO.



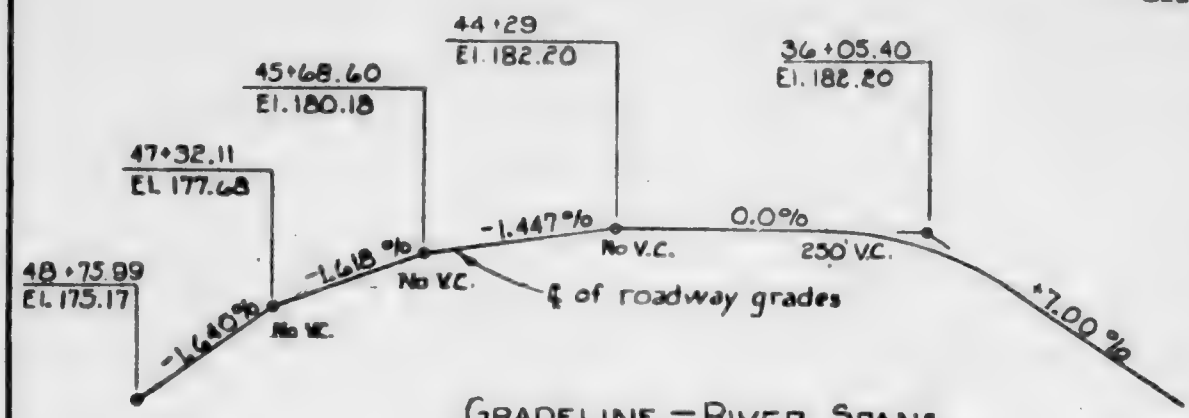
PLAN — RIVER SPANS

Scale: 1" = 50'-0"



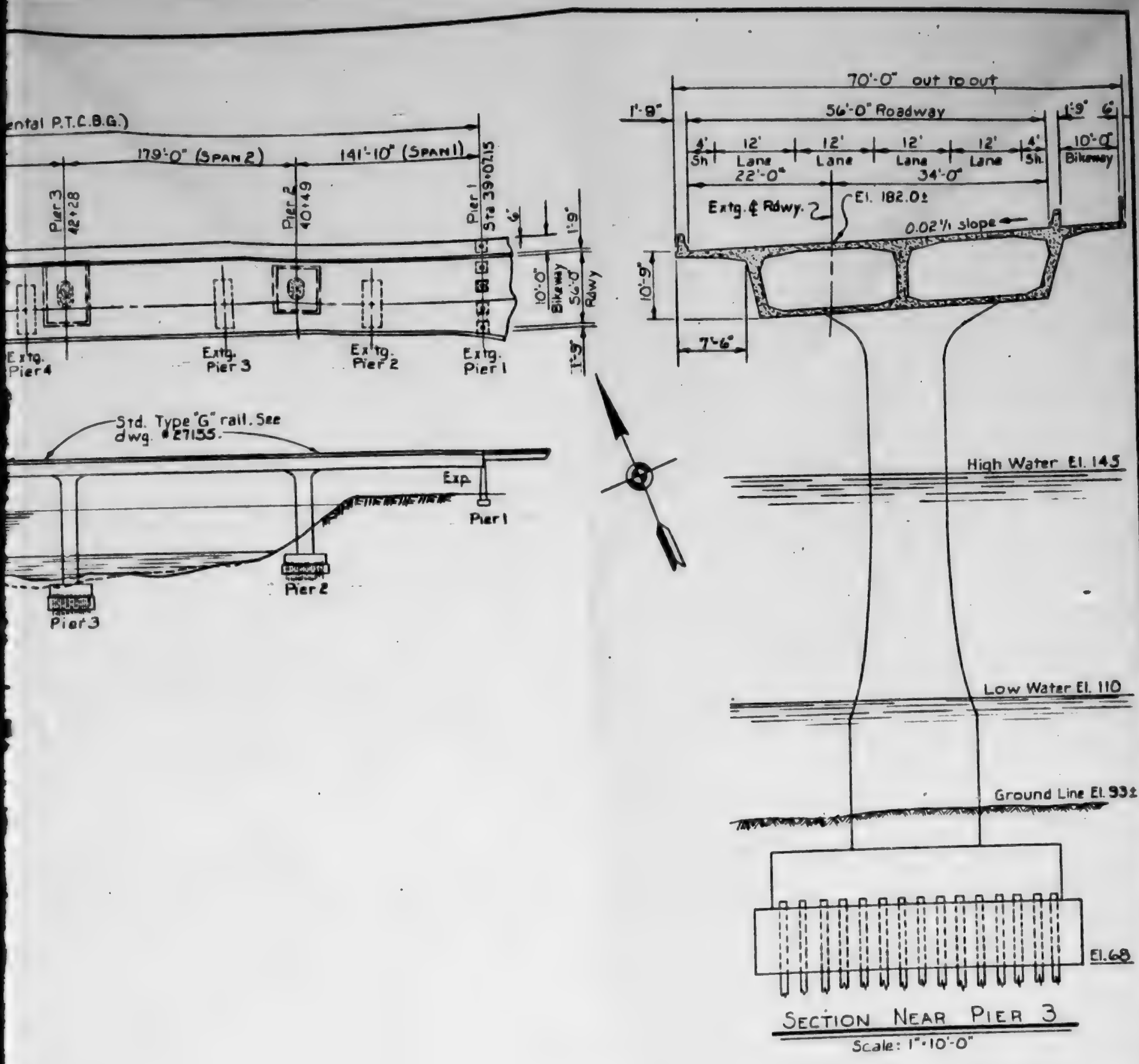
ELEVATION — RIVER SPANS

Scale: 1" = 50'-0"



GRADELINE — RIVER SPANS

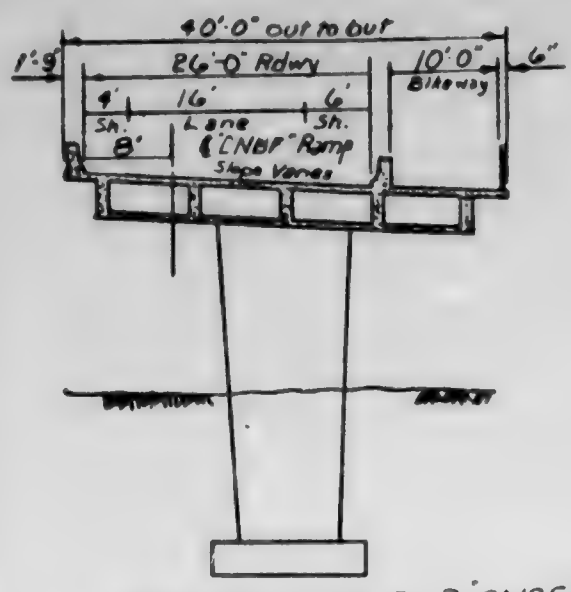
No Scale



SECTION NEAR PIER 3

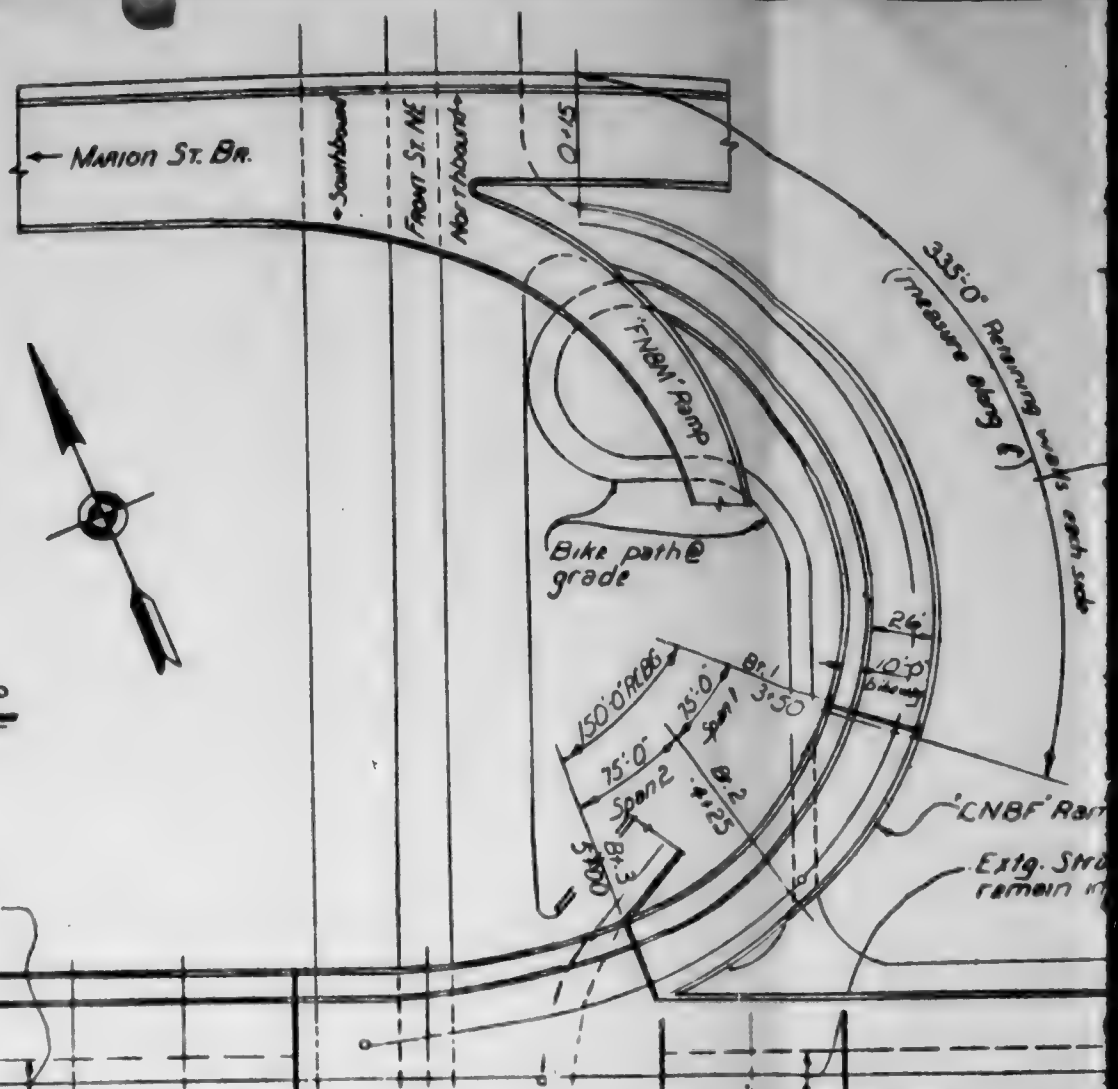
Scale: 1"=10'-0"

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED I. Shike DRAWN J. Sibernagel CHECKED REVIEWED REVIEWED CALC. BOOK	CENTER STREET BRIDGE (DETOUR TO MARION ST. BRIDGE)
DATE / REVISION	PLAN AND ELEVATION – RIVER SPAN
	DATE September 1979 · SHEET 11 OF 12 BRIDGE NO. 123K · DRAWING NO.



SECTION NEAR BT. 3 "CNBF" RAMP

Scale: 1"=10'-0"



PLAN - EAST APPROACH AND "CNBF" RAMP

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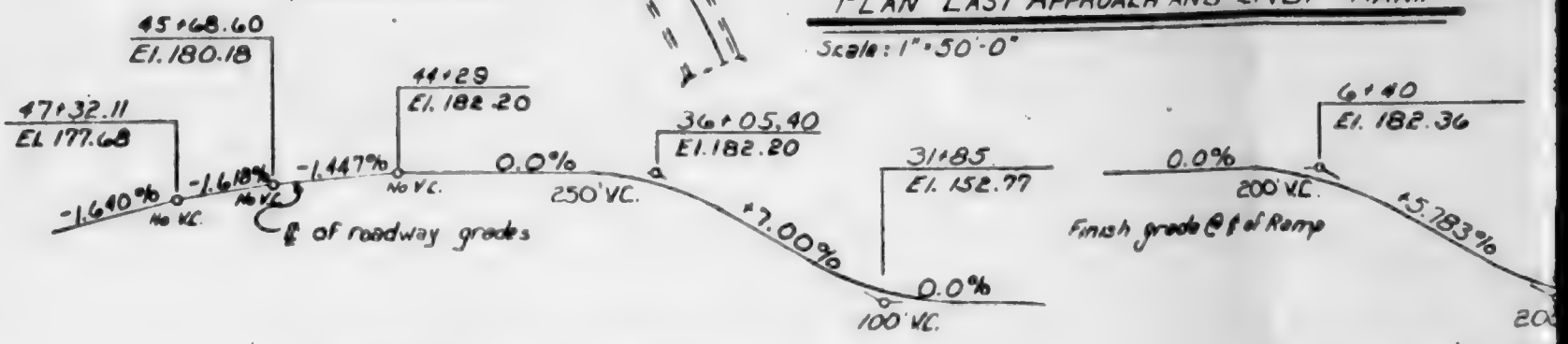
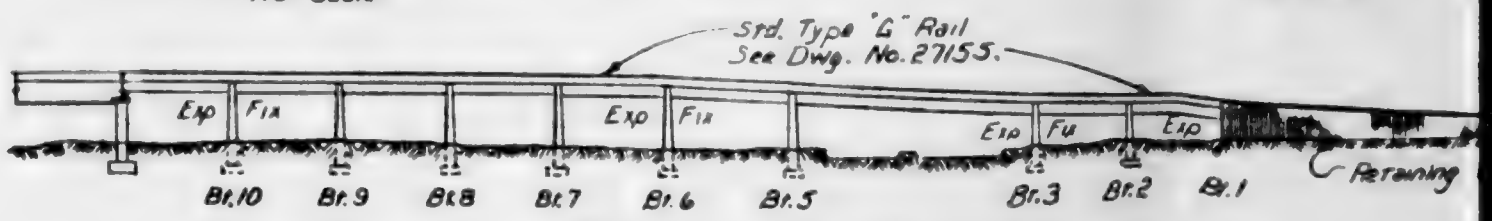


GRADELINE - EAST APPROACH

No Scale

GRADELINE "CNBF"

No Scale



ELEVATION - EAST APPROACH

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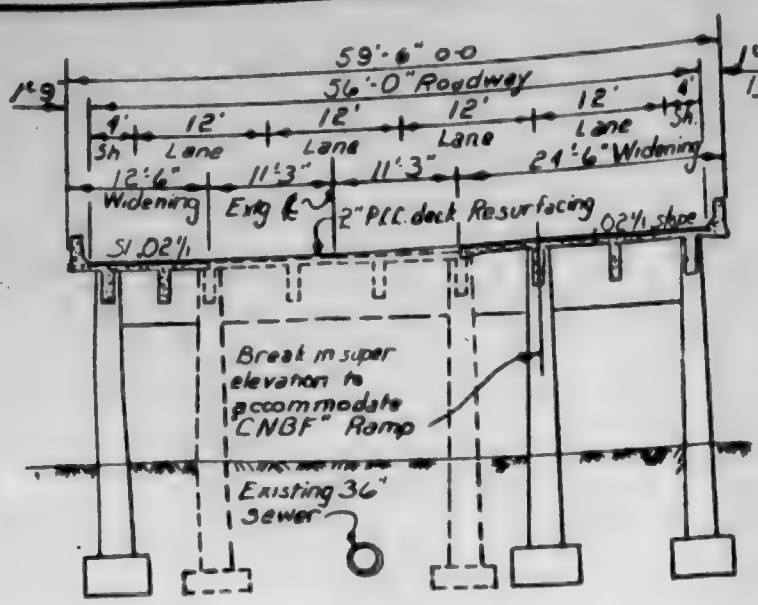

SECTION NEAR BENT 2

(Typical for Span 1 & 2)
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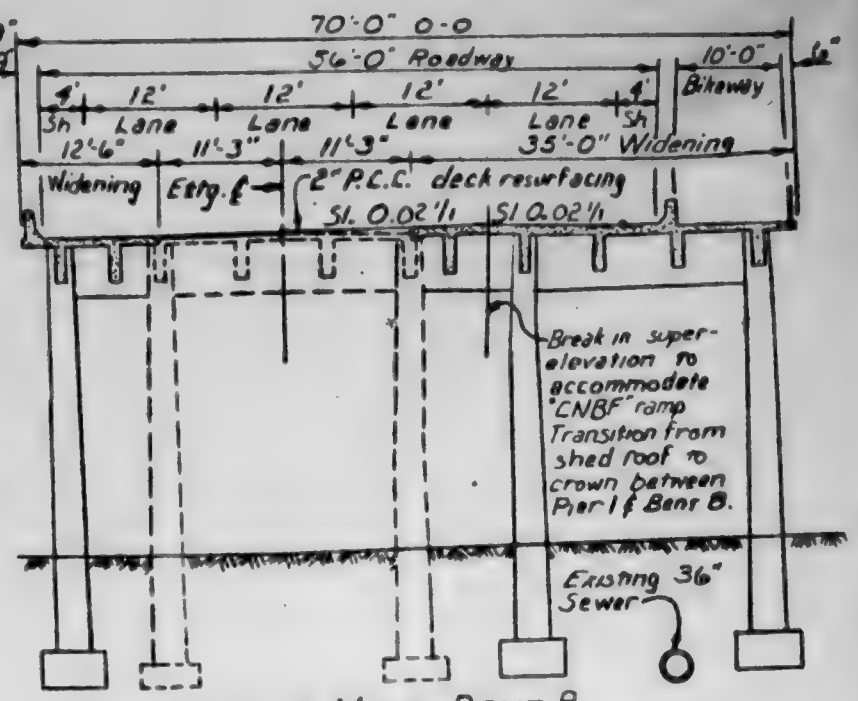

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(Typical for Spans 6-10)
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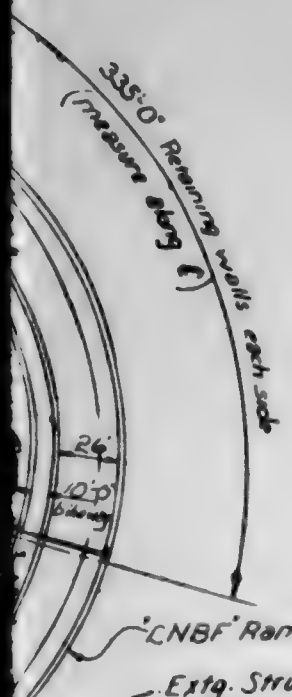
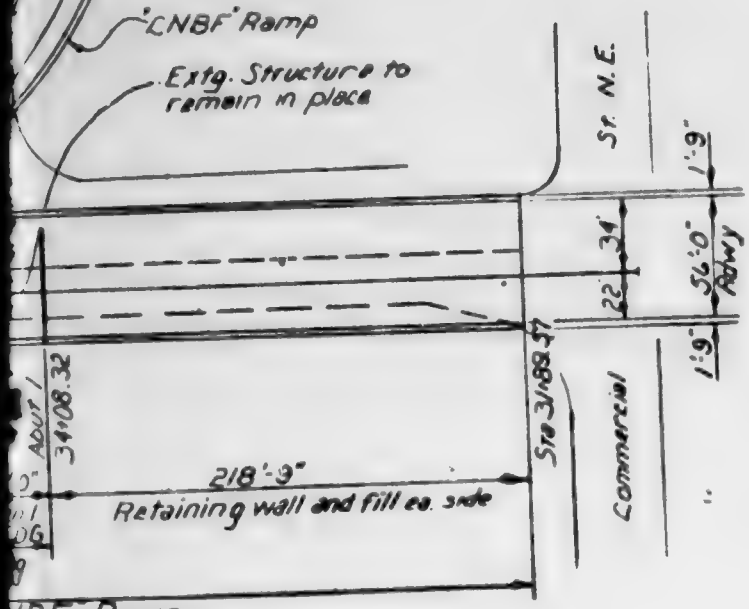
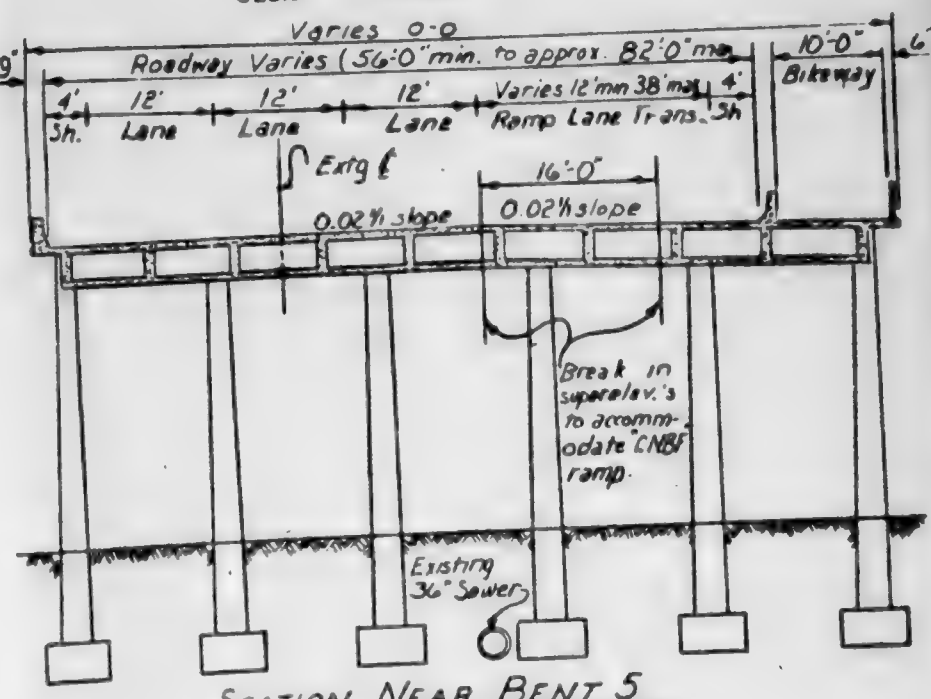




"CNBF" RAMP



SECTION NEAR BENT 5

(Typical for Spans 3 & 4)
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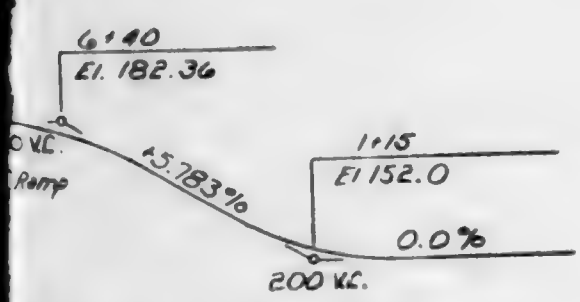

GRADELINE "CNBF" RAMP

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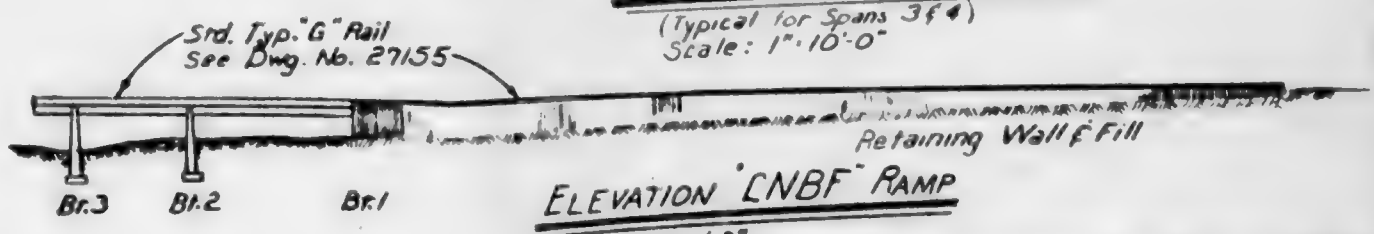

ELEVATION "CNBF" RAMP

Scale: 1"=50'-0"

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED T. Shike DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	CENTER STREET BRIDGE
DATE / REVISION	PLAN AND ELEVATION - EAST APPROACH
	DATE August 1979 SHEET 12 OF 12 BRIDGE NO. 123K DRAWING NO.

9241

Hwy

BCF. F. 44 (a)

(3×47(7)

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

Environmental Section
February 22, 1980

REPLY TO ATTN OF: M/S 443

RECEIVED
TECHNICAL SERVICES
FEB 25 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Richard Kuehn
Eddie Welsh

NOTED
E. S. HUNTER

FEB 14 1980

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

Listed below are EPA's comments on the air quality impacts and analysis of the Willamette River Bridges project in Salem. This letter, together with our letter dated January 21, 1980, constitutes our comments on the Draft Environmental Impact Statement (EIS).

1. The data used to compare modeled and predicted CO concentrations are based on one-hour concentrations. Since the 8-hour CO standard is the controlling standard, the Final EIS should compare modeled and monitored 8-hour concentrations.

2. We note that in this analysis, model Airpol-4A which is usually known to overpredict, underpredicts. This may be because a comparison of table 11-22 and Tables 11-10 and 11-11 indicate that the 10 days modeled were not the worst case days. We suggest the model be run again using all worst case parameters. If necessary meteorological data is not available, assumed conditions should be modeled and the rationale for the assumptions provided.

3. The analysis includes modeled predictions for the Fuller Store CO site and the Gilbert House site, which is described as being located in a critical area. The model, however, is able to predict for several locations simultaneously and the maximum concentrations at edge of right-of-way should be modeled at several receptors. Justification should be provided for the selection of a worst case site. (See "Guidelines for Air Quality Maintenance Planning Analysis", Volume 9: Evaluating Indirect Sources, EPA September 1978).

4. The procedures on page 11-45 indicates that rollback of emissions was used to determine 1983 concentrations. Generally, for project level analysis, line source modeling validated by monitored data is

the approved method. Since the analysis shows that Airpol-4A is applicable, it should be used to make the 1983 predictons.

5. The inclusion of the discussion on temporary impacts of the project is appreciated.

6. It appears that only Alternative 2 is consistent with the State Implementation Plan. In accordance with Section 176 (c) of the Clean Air Act, then, this should be the preferred alternative.

EPA has rated this Draft EIS LO-2 (LO - Lack of Objections; 2 - Insufficient Information). This rating will be published in the Federal Register in accordance with our obligation under Section 309 of the Clean Air Act to inform the public of our views on Federal agency actions.

If you have questions or would like to discuss our comments, please call either me or Kathy Davidson at (206) 442-4011 or (FTS) 399-4011.

Sincerely yours,

David Stimson, for

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

9241
RECEIVED TECHNICAL SERVICES
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Info
Invest
R/D
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OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 13, 1980

Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

151

FROM: Gary A. Potter, Manager
Environmental Section

TO: Bruce Boyd
Right-of-Way

SUBJECT: Right-of-Way Needs Estimate
Willamette River (Center & Marion Street) Bridges
Willamina-Salem Highway
Marion County

Part of the environmental work on the Willamette River Bridges widening and replacement involves the preparation of a Section 4(f)/6(f) Statement documenting impacts to parkland as well as the mitigation of such impacts. Furthermore, since Wallace Marine Park, which will be affected by the project, has had improvements made with financial participation from the Land and Water Conservation Fund (L&WCF) Act of 1972, any land taken from the park will have to be replaced with land of "at least equal fair market value and of reasonably equivalent usefulness and location."

Previous meetings with the Heritage Conservation and Recreation Service (administrators of the L&WCF) as well as with the Regional Parks and Recreation Agency of the COG have given us three priorities for a land replacement program.

First, it is proposed that we join the RPRA in acquiring land for a proposed new access to Wallace Marine Park opposite Glen Creek Road. This is a worthwhile proposal, but the mechanics of land acquisition and timing may interfere with carrying it out.

Second, if the first proposal fails, it is proposed that we purchase another suitable parcel somewhere else on the perimeter of Wallace Marine Park to be used for park expansion.

Third, failing options one and two, we would acquire a suitable parcel on the margins of some other RPRA facility in the Salem area.

This brings us the the subject to this memo. We are now at the point where we need help in assessing the value of our proposed right-of-way taking from Wallace Marine Park. Attached is a sketch map showing the proposed right-of-way. We need a fair market value estimate of the aggregate taking--0.6 acre. We also need to know what is involved in purchasing potential mitigative land under the first option, i.e. for the proposed Glen Creek access road, but on the park end of the proposed road (again, see attached sketch map). Useful information would include: what size parcel(s) is available, at what cost, willingness of potential sellers to sell, and so on.

Perhaps simultaneous with the research, the second proposal--another mitigative land purchase on the park perimeter—could also be examined. Again, what other land might be purchased which would satisfy the criteria of "at least equal fair market value and of reasonably equivalent usefulness and location?"

With this data in hand we should better be able to propose or assess a mitigation package.

Should you have any questions on this request, or should you require additional information, please contact Eb Engelmann, the environmental project manager, at 88511.

Thank you.

GAP:EE:lb

Attachment

cc: E. S. Hunter
C. O. Fredrickson

9291

Notify

L.

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

ENVIRONMENTAL SECTION
February 5, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

January 24, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

On December 20, 1979, the Council received your determination that Willamette River (Center and Marion Street, Salem) Bridges improvement project would not adversely affect the Gilbert House, the Marion Square Park, or any other historic or cultural property in Salem, Oregon, that is included in or eligible for the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination with respect to alternative 2, as detailed in the documentation submitted with the determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in the Federal Highway Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

RECEIVED
TECHNICAL SERVICES
FEB 5'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1981 Will. R. (Marion St.) Br. 9291
Sec. of the Will.-Salem Hwy. (Gr.,
pav., struc., sign., illum. & sig.)#1

For [redacted] Center St. Br. replace.
Sec - CON 19-1 - Willa. R. - Sp. 181
C&A 6761 5-16-79

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 26, 1979

Right Bank Design Team
c/o James Stanek, Architect
3350 Argyle Drive South
Salem, Or 97302

NOTED
E. S. HUNTER

Dear Mr. Stanek:

Your letter of December 21, 1979, regarding the public hearing on the Marion and Center Street Bridge improvement which was held in the City Council Chambers in Salem on December 18, 1979, has been forwarded as a part of the hearing testimony to be added and considered in the preparation of the final EIS of this project.

A determination of the approved alternative of the construction of this project will be made after all hearing testimony, including letters, has been analyzed. At this time the final EIS document will be prepared and this consideration, as well as others, will be answered by the review team.

We appreciate hearing from you and you may be assured that your suggestions will be considered.

Very truly yours,

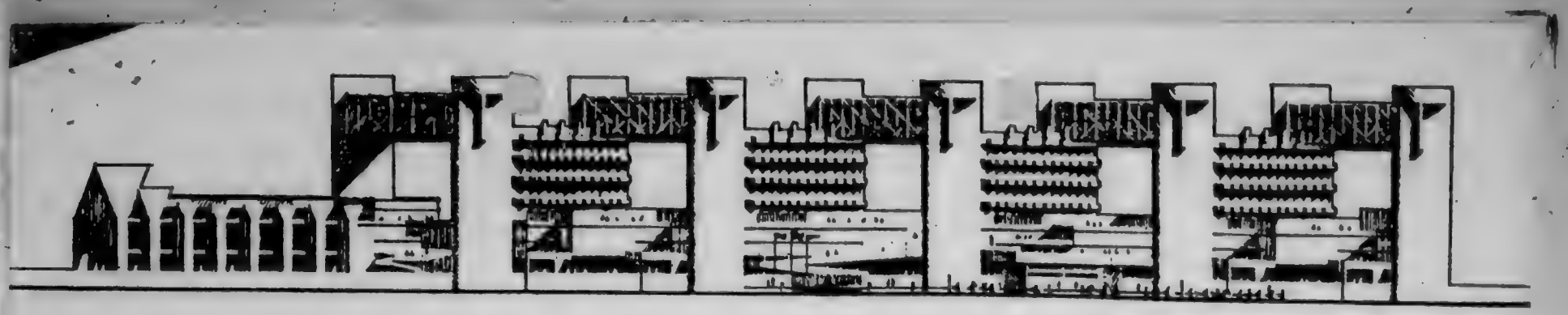
ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
Region 2 Engineer

COF/mdd

cc: Commission Services
E. S. Hunter
Gary Potter

RECEIVED
TECHNICAL SERVICES
DEC 27 '79
REFER TO
FOR
Info | Invoc | R/D | D/R | Lgn | Fact | File



RIGHT BANK DESIGN TEAM

December 21, 1979

REGION 2 ENGINEER
RECEIVED
DEC 2 6 1979
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

Mr. C. O. Fredrickson
Region Engineer & Hearings Officer
P. O. Box 14030
Salem, OR 97310

Dear Mr. Fredrickson,

As a delayed followup to the Public Hearing of December 18, 1979 on the Marion and Center Street Bridge improvements, I am objecting to the approved design concept for handling bike and pedestrian traffic on the ten-foot wide right-of-way on the Center Street Bridge.

In the site model for the Right Bank riverfront proposal, a separate pedestrian/bikeway bridge is shown suspended between the two main traffic bridges. This new bridge, halfway between and connecting Wallace Marine Park on the west with a possible north downtown transit terminal, allows for good observation of pedestrians and bikers from both directions of moving traffic as well as being quieter and safer for all concerned users.

The Right Bank Design Team suggests that your bridge design team seriously consider the above outlined design concept in your now approved 3rd Alternative.

Sincerely,

James Stanek

James Stanek, Architect
dba Right Bank Design Team

cc: Gov. Victor Atiyeh
Sen. Mark Hatfield
c/o Jerry Frank

James Stanek, Architect
3350 Argyle Drive South
Salem, Oregon 97302
(503) 362-9616

Charles E. Hawkes, AIA
1110 Saginaw Ave. South
Salem, Oregon 97302
(503) 588-1895

Mel Kroker, Architect
30 N.W. 23rd Place
Portland, Oregon 97210
(503) 222-1771

1591

4.7

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 14, 1979

Salem, OR. 97310

FILE:

FROM: Eb Engelmann
Project Manager

SUBJECT: Willamette River Bridges
FEIS and 4(f)/6(f) Needs

TO: Gary A. Potter
Manager

NOTED
E. S. HUNTER

We have not yet gotten much feedback on the DEIS, and we await the public hearing. Once those points are reached we will better be able to assess our needs, and we will be able to select the proposed alternative.

Nonetheless, many information needs can be identified now. We need:

1. Population, employment, and traffic updates for all appropriate links and sectors so the data can be used in the introductory, traffic, air quality, noise, sociology, and land use sections of the FEIS.

2. Further work on 4(f)/6(f) property questions, including:

   a. Commitment to the amount of proposed additional bridge right-of-way through the park and a current estimate of its value.

   b. A decision on our part as the value of our 6(f) land replacement obligations (subject to eventual FHWA, RP&RA and HCRS concurrence).

   c. Coordinating with RP&RA about new access road plans, timing, ROW needs, costs, etc.

   d. Determining from ODOT & FHWA if mitigation land can be purchased before the bridge ROW is purchased--perhaps even before it is authorized--if RP&RA access plans move that quickly.

   e. Identifying a specific mitigation action, such as purchasing or helping to purchase a specific parcel of land for RP&RA in connection with the proposed new access.

   f. Developing contingency plans if the access proposal falls through
   --adding on to Wallace Marine Park somewhere else on its perimeter for 6(f) mitigation.
   --adding on to another RP&RA park.
   --also further developing and coordinating Musgrave Lane and boat ramp circulation plans without a new access.

   g. Identifying with greater certainty any other mitigation measures for park impacts: fencing, paving (access or parking), landscaping, dredging, etc., which may be feasible and/or desirable.

3. Further details/decisions on the proposed pedestrian/bicycle overcrossing of Front Street (this is potentially one of our most controversial issues.

4. More information on what is proposed for the Riverfront Development area and how the bridges will relate to that development--this will continue to be a problem throughout the project.

5. Current cost figures for the build alternative(s).

6. Answers to the two traffic questions just submitted by the MWVCOG:

   "As related in the document, the major traffic delays occur at the signals at the ends of the bridges and not necessarily on the bridges themselves. There was, however, a lack of discussion and lack of alternatives that included new traffic control schemes at either ends of the bridges. Specifically, there seems to be little discussion of improving the intersection of Marion and Commercial Streets. What solutions are proposed for improving this intersection?

   Relating to the previous comment, did the traffic analysis take into account the possibility of the Salem Parkway being constructed?"

7. Additional data on past, present and prospective navigational use of the Willamette River through the project reach--commercial and recreational navigation.

EE:lb

9211

RECEIVED STATE HWY ENGR OCT 11 '79 REFER TO FOR File Act Sign D/R R/D Invest Info

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 11, 1979

Salem, OR. 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion and Polk Counties

TO: E. S. Hunter
Assistant State Highway Engineer

This memo is to confirm our discussion and subsequent decision of yesterday. There are two basic alternatives to proceeding with the Environmental Statement and the public hearing.

Alternative 1

This alternative contemplates delay of the public hearing in order to change the traffic, air, and noise and to revise the DEIS. The schedule for this activity is as follows:

October 19 - receive new traffic
October 25 - complete intersection analysis
November 16 - complete social, air and noise analysis
December 25 - finish revisions to EIS
January 18 - printing
February 20 - circulation
March 5 - hearing

This schedule is based on the assumption that no completely new alternatives would surface in the traffic analysis and the EIS would only need revisions in traffic, social, air and noise.

Alternative 2

This alternative is to print the EIS as it is now written and to update the Final EIS based upon the new traffic from the revised population and employment data. The rough draft of the EIS is now out for review, and the schedule proposed is as follows:

October 12 - review period end
October 26 - to printer
November 16 - finish printing and release
December 18 - hearing

E S Hunter

10-11-79

cc Alan Heaston
Fredrickson
Potter
Coulter
Moehring
Verstoep
Tegan
Cranford

Discussion

The alternatives both have advantages and disadvantages. The primary disadvantage of alternative 1 is the considerable length of time to revise, rewrite, and to distribute for review again. March would be the earliest we would hold a hearing and that is based on the assumption that no other significant changes would occur.

The disadvantages (or potential elements that could delay the project) of alternative two are threefold:

(1) If changes to the project or elements of the project are significant enough, a 2nd public hearing and supplemental EIS might be necessary.

(2) The air quality impacts of the detour are potentially significant--further revisions upward may cause problems, however, Cranford states he has revised the detour alternative so that the level of service is improved.

(3) The revisions to the traffic and/or the project must not effect any of the conclusions regarding Marion Square Park, Gilbert House and Wallace Marine Park.

I believe this to be a fairly complete summary of our dicussions to date. In view of the foregoing facts and weighing all of the potential time loss we could incur, I recommend we proceed with alternative #2. I checked with FHWA informally and they agree.

Also attached is a rough draft of the forward we discussed. If you approve, I will take it to the COG for review.

GAP:1b

Attachment

NOTE TO REVIEWERS

In March, 1978, the Marion Street Bridge was approved for reconstruction by the City of Salem and Marion County, using Interstate Transfer funds. In August, 1978, the Center Street Bridge became eligible for replacement with special funds in the 1978 Surface Transportation Act. The projects were approved for study and studies required for this environmental statement began in March, 1979.

On September 24, 1979, the Salem City Council formally adopted the Salem Urban Area Comprehensive Plan. This plan prescribes the policies which will guide future land use decisions in the Salem urban area. On July 23, 1979, the Salem City Council adopted a new Urban Growth Management Plan. The plan provides the guidelines and direction for implementing the comprehensive plan. In response to that plan, the Mid-Willamette Valley Council of Governments has recently prepared revised population and employment estimates that may affect some of the traffic estimates, level of service and other traffic related predictions contained in this environmental statement.

The outcome of these revisions to the Comprehensive Plan will effect certain traffic levels presented in this study. After the population and employment revisions to the comprehensive plan have been finalized, the traffic volumes and other technical elements of the EIS will be updated in the Final Environmental Statement.

1991

2.

STATE OF OREGON

INTEROFFICE MEMO

DEPT. _____ TELEPHONE _____

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 5, 1979

FROM: William L. Cranford
Urban Studies Engineer

SUBJECT: Salem Bridges Detour Analysis

Enclosed are five copies of the subject report stamped Preliminary - Subject to Change. If you want more copies, please advise.

If desired, we will publish a final version, after your review, Citizens Advisory Committee's review and review by appropriate Highway Division sections. Written or oral comments are solicited. The constructive comments of the Citizen Advisory Committee members were particularly helpful for the Wallace Road-Edgewater report. I hope you will express my appreciation to the Committee members at an early opportunity.

If a final version is published, we will respond to all comments in the final version.

WLC:dpy

Attachments

cc Larry Rulien
Ed Hunter
Walt Hart
Adrian Olson
Bud George
Gary Potter

RECEIVED
STATE HWY ENGR
OCT 8'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sgn | Act | File

EDH

81-125-1307

PRELIMINARY
SUBJECT TO CHANGE

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

SALEM: CENTER STREET BRIDGE REPLACEMENT ANALYSIS

Background

Financing may be available from the Federal Special Bridge Replacement Fund to construct a new Center Street Bridge. Congressional action has appropriated initial funds for this purpose. There is, however, the possibility of national competition for funding for bridge projects in other states. Therefore, it is essential that the project be implemented at the earliest possible time.

The money available can be used only for construction of a new bridge in the same location; the money cannot be used to construct a third bridge in a new location.

A companion project to widen the Marion Street Bridge to three lanes is part of the Salem area Year 2000 Transportation Plan. A part of the I-305 transfer funds have been locally earmarked for this purpose.

A construction savings may be possible if all river crossing traffic can be temporarily moved to the Marion Street Bridge and the Center Street Bridge be replaced without having to provide for traffic on the Center Street Bridge during construction. The construction savings could be applied to the Marion Street Bridge to help make it wide enough to carry the detour traffic. Currently, under study are the amount of construction savings and the financial impacts of widening the Marion Street Bridge to four lanes (instead of three) to accommodate detour traffic.

The Highway Division Traffic Section published a report entitled Center and Marion Street Bridges Detour Plan, Traffic Analysis Report on March 29, 1979. In summary, this report forecasted levels of service during detour operation that are usually considered unsatisfactory at the following intersections.

1. Wallace Road and Edgewater (during A.M. Peak Hour).
2. Marion and Commercial (during P.M. Peak Hour)
3. Marion and Liberty (during P.M. Peak Hour).
4. Liberty and Center (during P.M. Peak Hour).

It should be emphasized that these conditions were forecasted to be no worse than the "No Build" situation. That is, driving conditions would be no worse than those experienced if no project was implemented.

Subsequent to the above mentioned report, efforts were made to learn if detour designs could be improved to give a higher level of service at the "problem" intersections. This work was conducted by the Bridge Section, the Design Section and the Urban Studies Unit, Project Management Branch. This report covers the results of that study. It will be noted that detour operational improvements are possible.

The Critical Intersections

The successful operation of the intersection of Marion and Commercial is the "key" to improving the detour level of service in the P.M. peak hour.

The successful operation of the intersection of Edgewater and Wallace Road is the "key" to improving the detour level of service in the A.M. peak hour.

Of the two, improving the Edgewater-Wallace Road intersection is easier to do. The major improvements to this intersection can be accomplished during the detour phase and will still be satisfactory after traffic is restored to the Center Street Bridge. These improvements were discussed in an August 16, 1979 report entitled Salem Bridges: Analysis of Edgewater Wallace Road Intersection.

Detour operational improvements to the Marion-Commercial intersection require that three westbound (WB) lanes be available through the intersection and on to the bridge approach.

In the various alternatives which will later be described, three WB lanes are provided in two different ways.

1. For a 52-foot wide bridge, the three WB lanes are carried through the signal and for about 400 feet up the bridge approach. The center (or inside) WB lane is then merged into the adjacent WB lane with about a 200 foot taper.

2. With a 56-foot wide bridge three WB lanes can be carried through to the Wallace Road ramp.

From a traffic operations standpoint, the second method (a 56-foot wide bridge) is undoubtedly the better. Because of the climbing grade of the bridge approach there could be problems with slow moving vehicles (trucks) having to merge with faster auto traffic. This is a valid concern and some engineers have reservations concerning the safety of the merge.

However, there are numerous similar merges throughout the state that are working well. Most of the traffic engineers with whom the matter was discussed thought the merge would be satisfactory, especially in view of it being a temporary situation. However, in fairness, it must be pointed out that most of the successfully working merges do not have as steep a grade as the WB Marion Bridge approach.

The Detour Alternatives

The detour alternatives studied are described by the text to follow. In addition, each alternative is shown by a schematic drawing. The nature of each alternate can be best understood by the simultaneous use of the text and the appropriate drawing. The level of service that each alternative can provide is shown for each intersection on each drawing.

Detour Alternate 1

Two-way traffic on a 52-foot wide Marion Street Bridge with two lanes westbound. Two lanes eastbound are controlled by a signal at Commercial Street.

Detour Alternate 2

Two-way traffic on 52-foot wide Marion Street Bridge with three lanes westbound for about the first 400 feet from Commercial Street then tapering to two lanes.

Two eastbound lanes as far as the Front Street Ramp then one lane to Commercial Street with a free flow right turn at Commercial Street.

A barrier between Marion and Center on Commercial will prevent a mix of the traffic from the bridge and the southbound traffic from Commercial and Marion. A signal at Center and Commercial will provide separate phases for the traffic on each side of the barrier.

Detour Alternate 3

Two-way traffic on a 52-foot wide Marion Street Bridge with three lanes westbound for about the first 400 feet from Commercial tapering to two lanes westbound.

Two eastbound lanes (temporary widening required) with two lanes east of the Front Street Ramp. The WB to SB turning traffic from Marion would be stopped while the traffic from the bridge was allowed to move.

Detour Alternate 4A

Two-way traffic on a 52-foot wide Marion Street Bridge with three westbound lanes for about the first 400 feet from Commercial Street tapering to two lanes westbound. Two eastbound lanes as far as the Front Street Ramp with both lanes directed off the bridge on the ramp alignment. Part of the permanent ramps structure will be used. This will connect to a temporary structure which comes to grade at Commercial Street.

Detour Alternate 4B

The same as 4A, except it is assumed that the full Front Street project would not be completed prior to making the detour operational.

Detour Alternate 5

Two-way traffic on a 52-foot Marion Street Bridge with three lanes westbound for about the first 400 feet from Commercial and then tapering to two lanes westbound. The ramp to Front Street can be used as an off-ramp. A single eastbound lane proceeds to High Street where a forced right turn is required.

Detour Alternate 6

Same as Alternate 2, but with a 56-foot wide Marion Street Bridge. This would permit three westbound lanes to the Wallace Road exit.

Detour Alternate 7

Same as Alternate 3, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

Detour Alternate 8A

Same as Alternate 4, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

Detour Alternate 8B

Same as Alternate 8A, except it is assumed that the full Front Street project would not be completed prior to making the detour operational.

Detour Alternate 9

Same as Alternate 5, but with a 56-foot wide Marion Bridge. This would permit three westbound lanes to the Wallace Road exit. Also, two eastbound lanes are possible from the bridge to the Commercial Street Intersection. One lane could go straight through and the other turn right, possibly a free flow right turn.

Comments on Alternatives

Alternates 5 and 9 concern two way traffic on Marion Street, at least as far east as High Street. The drawings of both of these alternatives show that an unsatisfactory Level of Service ("F") would result at Marion intersections at Commercial, Liberty and High Streets. Because of this, these alternatives were abandoned. No further analysis will be performed on Alternatives 5 and 9.

Alternate 1 is essentially the same as the interchange configuration assumed by the Traffic Section in their March 29, 1979 report. The Urban Studies Unit's findings are nearly identical to that of the Traffic Section's. The findings are that unsatisfactory levels of service will result in the P.M. Peak Hour with only two lanes of WB traffic through the Marion-Commercial intersection.

After the first draft of this report was written, it was decided to add two more alternatives. These alternatives (4B and 8B) address the issue of what might happen if the Front Street project is not finished before the bridge detour becomes operational.

In order for Front Street to be attractive to motorists, it is necessary that a satisfactory transition and connections to the North Liberty-Commercial be completed. If the detour is operational before the completion of Front Street, the traffic oriented to the north would have to move by existing routes. Alternatives 4B and 8B show the levels of service to be expected under these conditions, assuming a 52-foot and 56-foot bridge, respectively.

Table 1 summarizes the levels of service to be expected at "key" intersections for each detour alternative (except 5 and 9 as explained earlier).

Alternate 2 is probably the least expensive way to provide a satisfactory detour LOS. This alternative; however has certain disadvantages.

1. It would be difficult and perhaps impossible to adequately access the Chrysler-Plymouth property on the west side of Commercial between Marion and Center.

2. A signal at Commercial and Center would be needed, so that traffic from the bridge and traffic from Commmercial and Marion would move on separate phases.

   Although the intersection configuration is unorthodox, there are similar situations working satisfactory in other areas in Oregon.

Alternate 3 includes temporary widening of the Marion Bridge approach. Although satisfactory levels of service are shown, there are disadvantages. Lane changes and weaving on Commercial between Marion and Center could be difficult. However, with proper signing, motorists may learn to get in the best lane for a particular destination.

Alternate 4A (and Alternate 8A) are by far the best from a traffic operations standpoint. A portion of the permanent Front to Marion Bridge On-Ramp is used, except traffic moves in the opposite direction for detour operation. These alternatives allow traffic patterns in the CBD to remain much as they are today.

Figures 1 and 2 shows more details for Alternates 4A, 4B, 8A and 8B as to how part of the permanent ramp would be connected to temporary detour construction and descend to grade at Commercial Street. It is believed that these proposals can be constructed within existing right-of-way.

Alternates 6, 7, 8A and 8B are identical to Alternates 2, 3, 4A and 4B, respectively, except that the Marion Bridge is 56-feet wide (instead of 52) and three WB lanes to the Wallace Road ramp are possible. Similar comments apply to each pair of alternatives.

Summary

It is evident that improvements in detour operation are possible, as compared to earlier analysis. Detour Alternates 4A or 8A are substantially the best from a traffic operations standpoint.

The Preliminary Design Section is preparing cost estimates. Only the most feasible alternatives (from a traffic operations standpoint) are being estimated. These include Alternatives 3, 4A, 4B, 7, 8A, and 8B.

It is possible that the cost estimates will be available before this report can be published. If so, the cost estimates will be shown on Table 2.

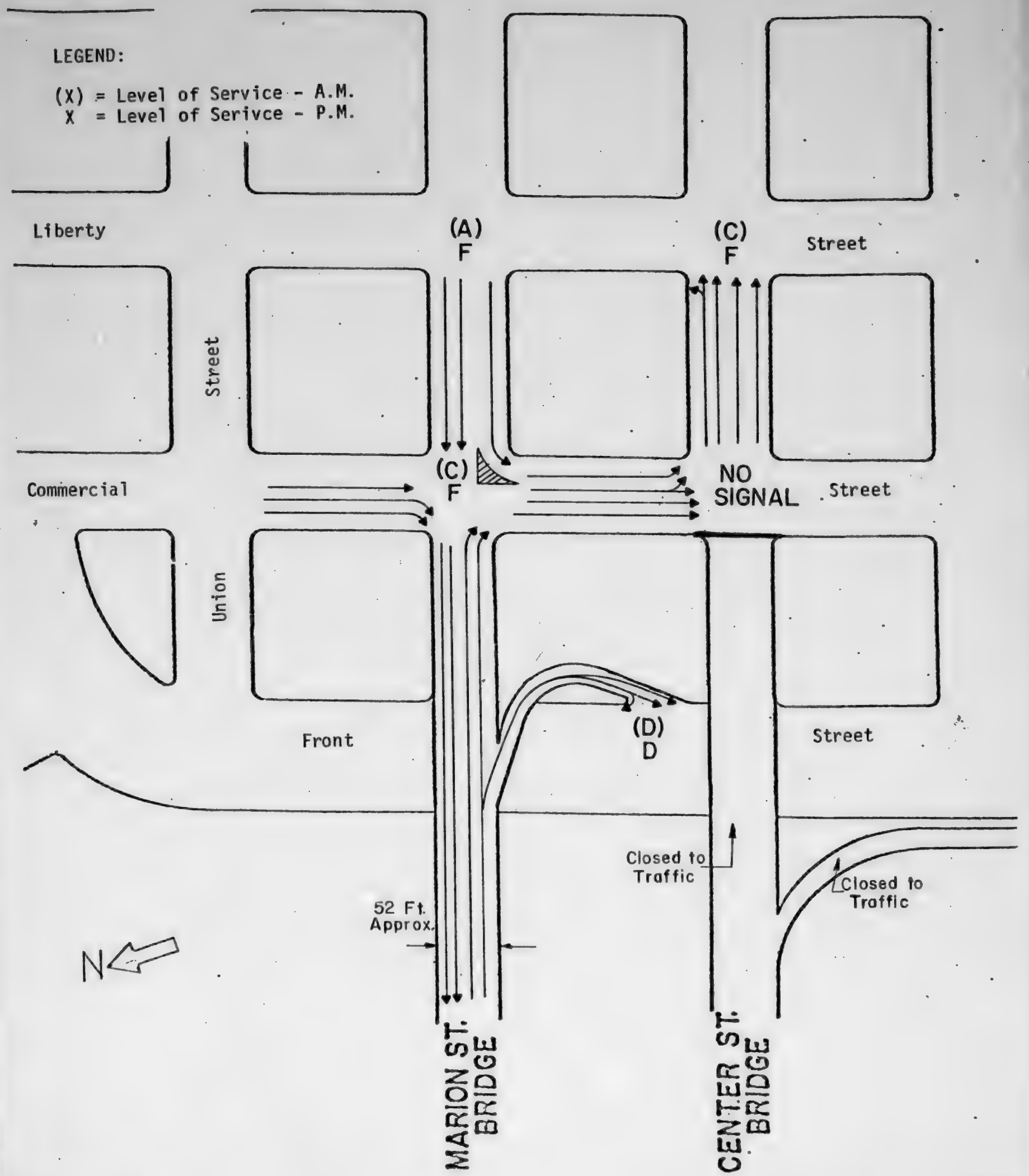
TABLE 1

LEVEL OF SERVICE SUMMARY

Alternate		Intersection				
		Front Street	Marion & Commercial	Center & Commercial	Marion & Liberty	Center & Liberty
1	A.M. Peak Hour	D	C	No	A	C
	P.M. Peak Hour	D	F	Signal	F	F
2	A.M. Peak Hour	D	A	C	A	C
	P.M. Peak Hour	D	D	B	C	D
3	A.M. Peak Hour	D	C	No	A	C
	P.M. Peak Hour	D	D	Signal	C	D
4A	A.M. Peak Hour	D	A	D	A	C
	P.M. Peak Hour	D	D	B	C	D
4B	A.M. Peak Hour	D	A	E	A	D
	P.M. Peak Hour	D	D	D	C	E
6	A.M. Peak Hour	D	A	C	A	C
	P.M. Peak Hour	D	D	B	C	D
7	A.M. Peak Hour	D	C	No	A	C
	P.M. Peak Hour	D	D	Signal	C	D
8A	A.M. Peak Hour	D	A	D	A	C
	P.M. Peak Hour	D	D	B	C	D
8B	A.M. Peak Hour	D	A	E	A	D
	P.M. Peak Hour	D	D	D	C	E

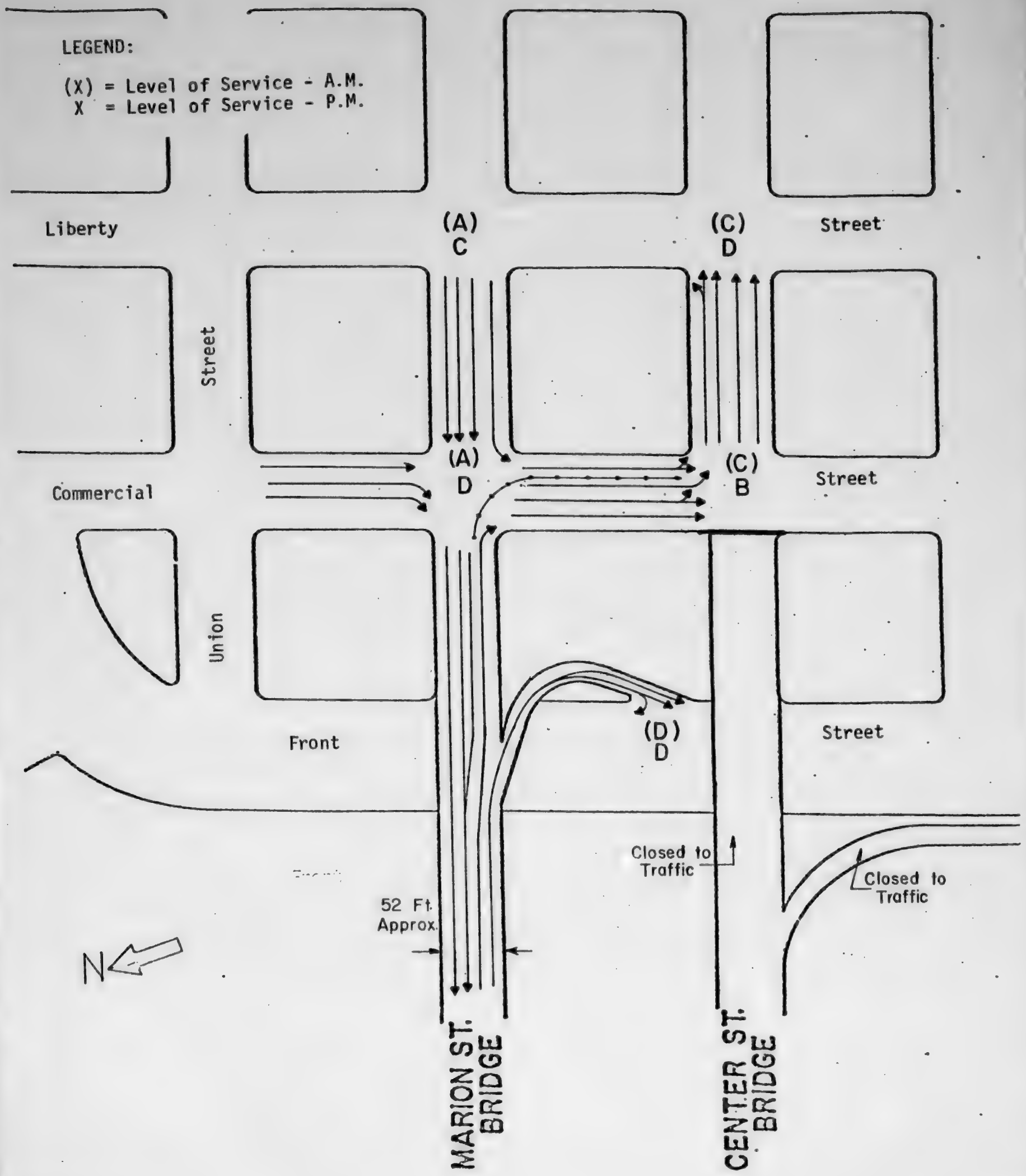
SALEM BRIDGES

DETOUR ALTERNATE 1



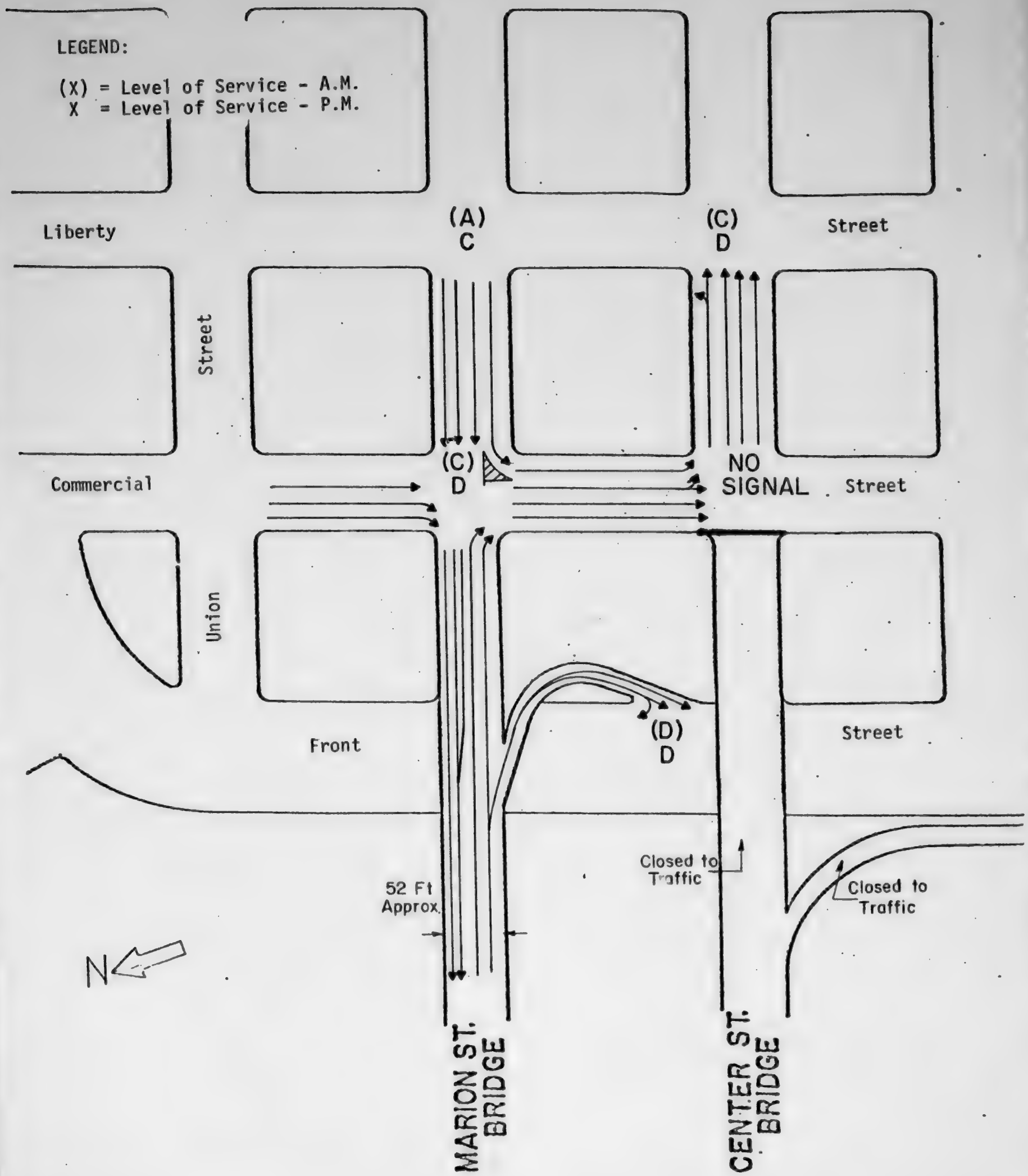
SALEM BRIDGES

DETOUR ALTERNATE 2



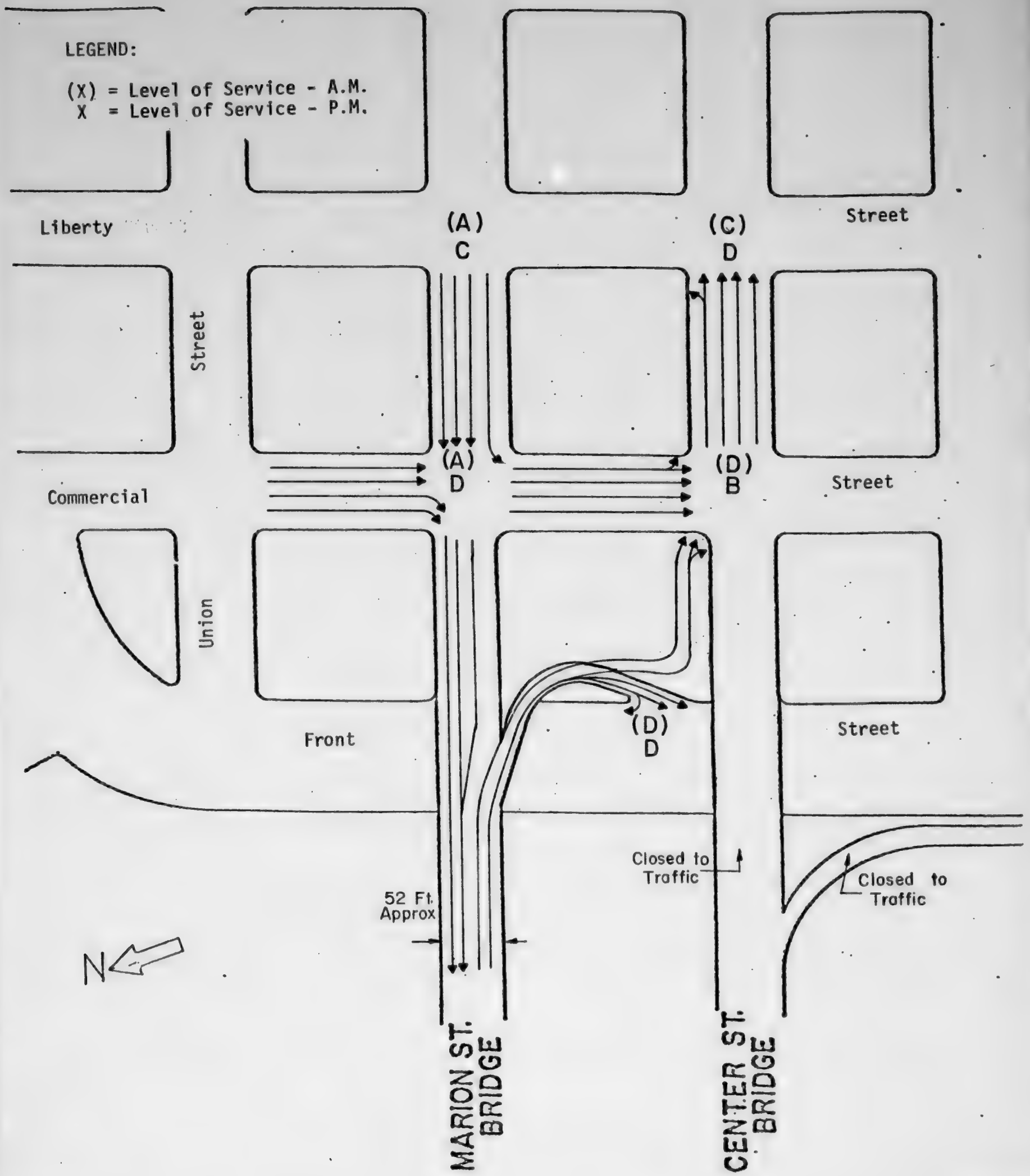
SALEM BRIDGES

DETOUR ALTERNATE 3



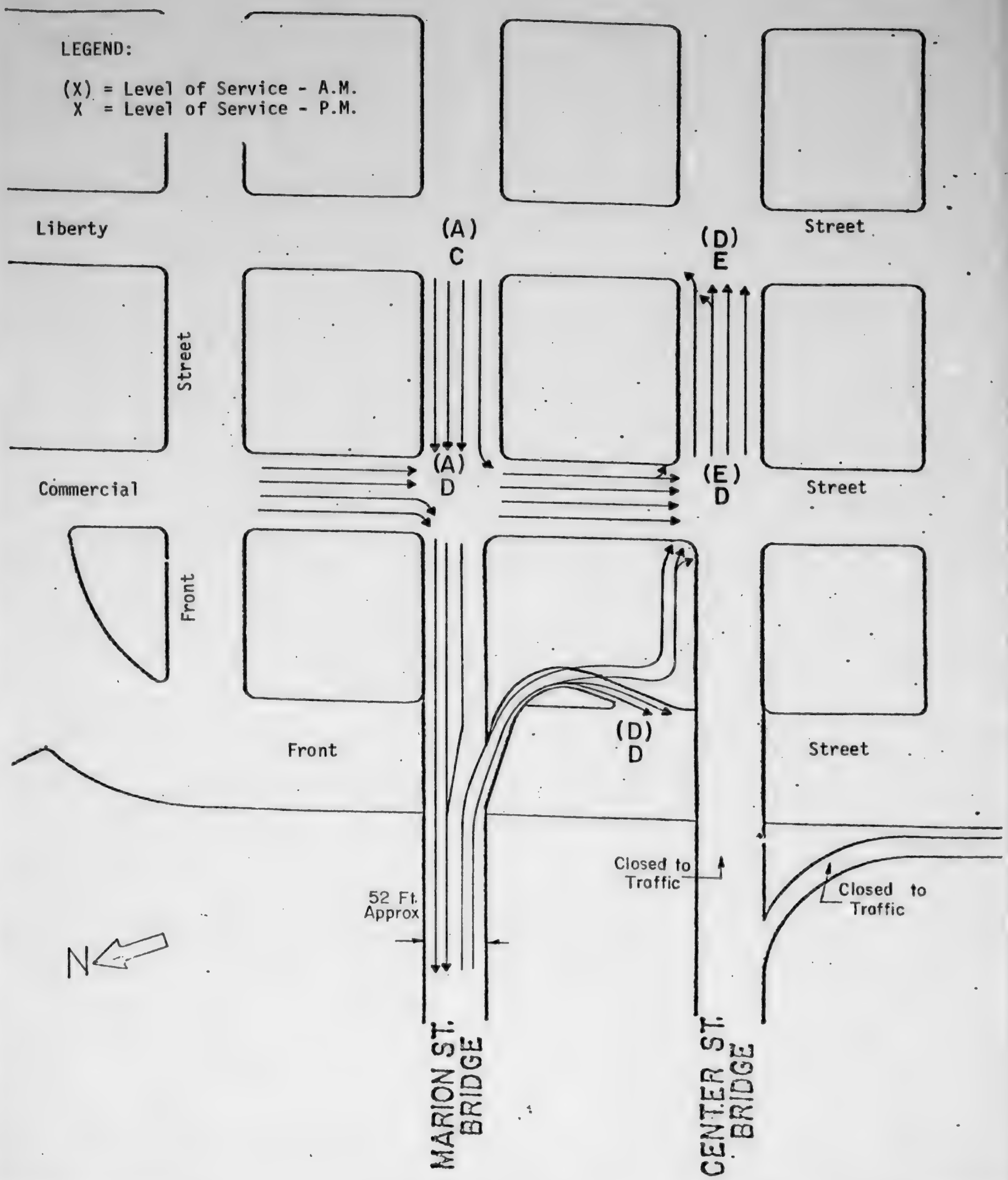
SALEM BRIDGES

DETOUR ALTERNATE 4A



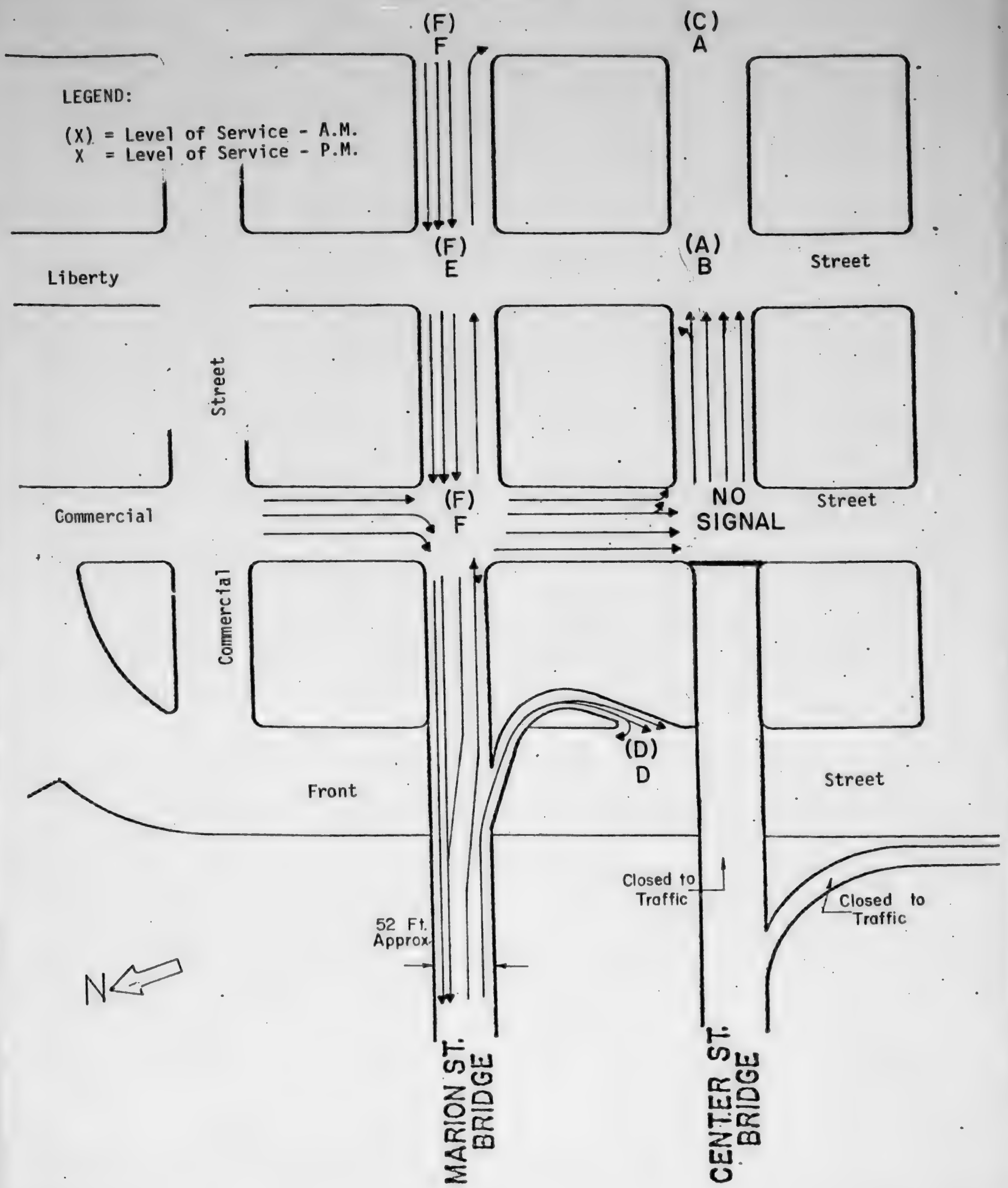
SALEM BRIDGES

DETOUR ALTERNATE 4B



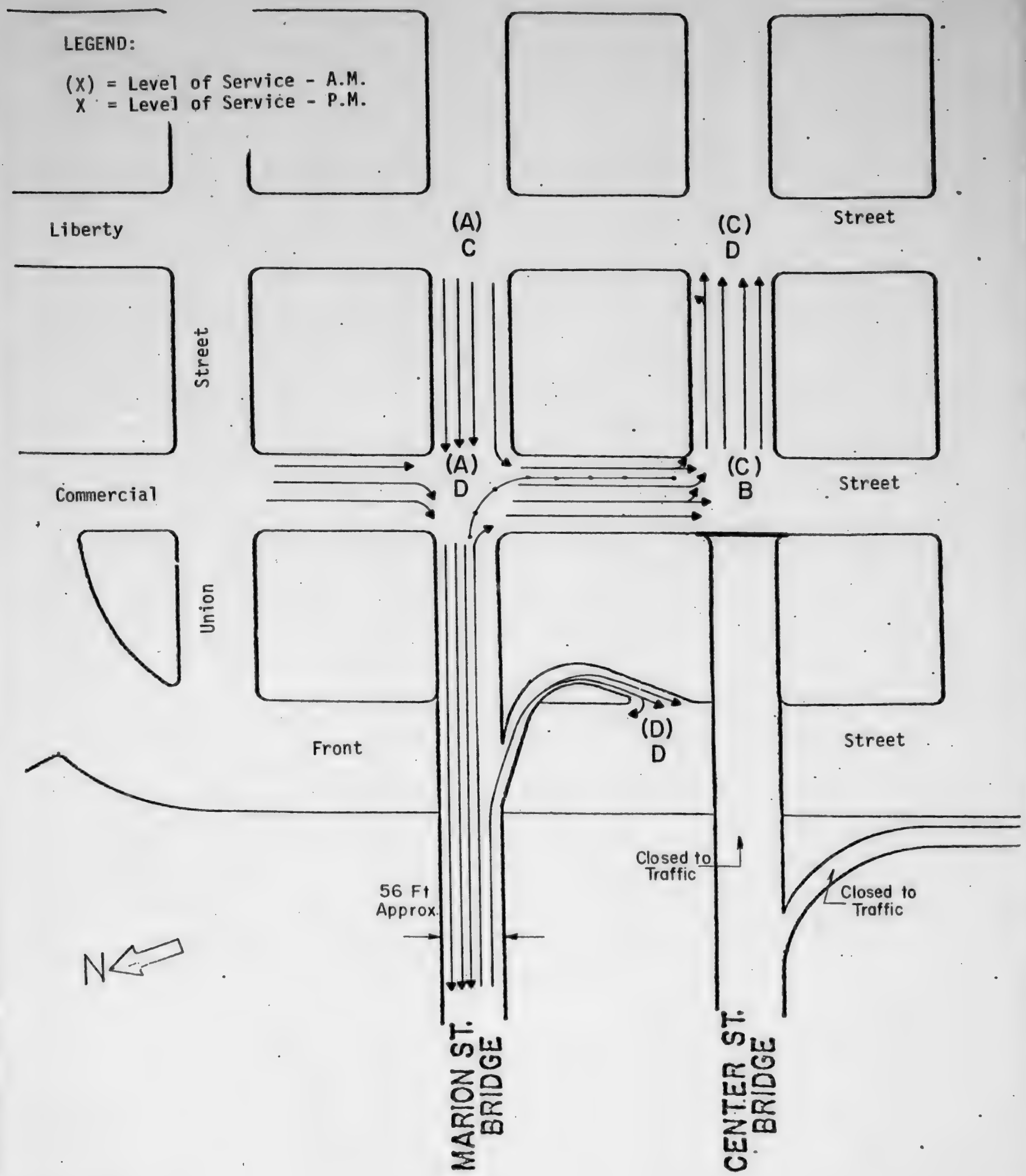
SALEM BRIDGES

DETOUR ALTERNATE 5



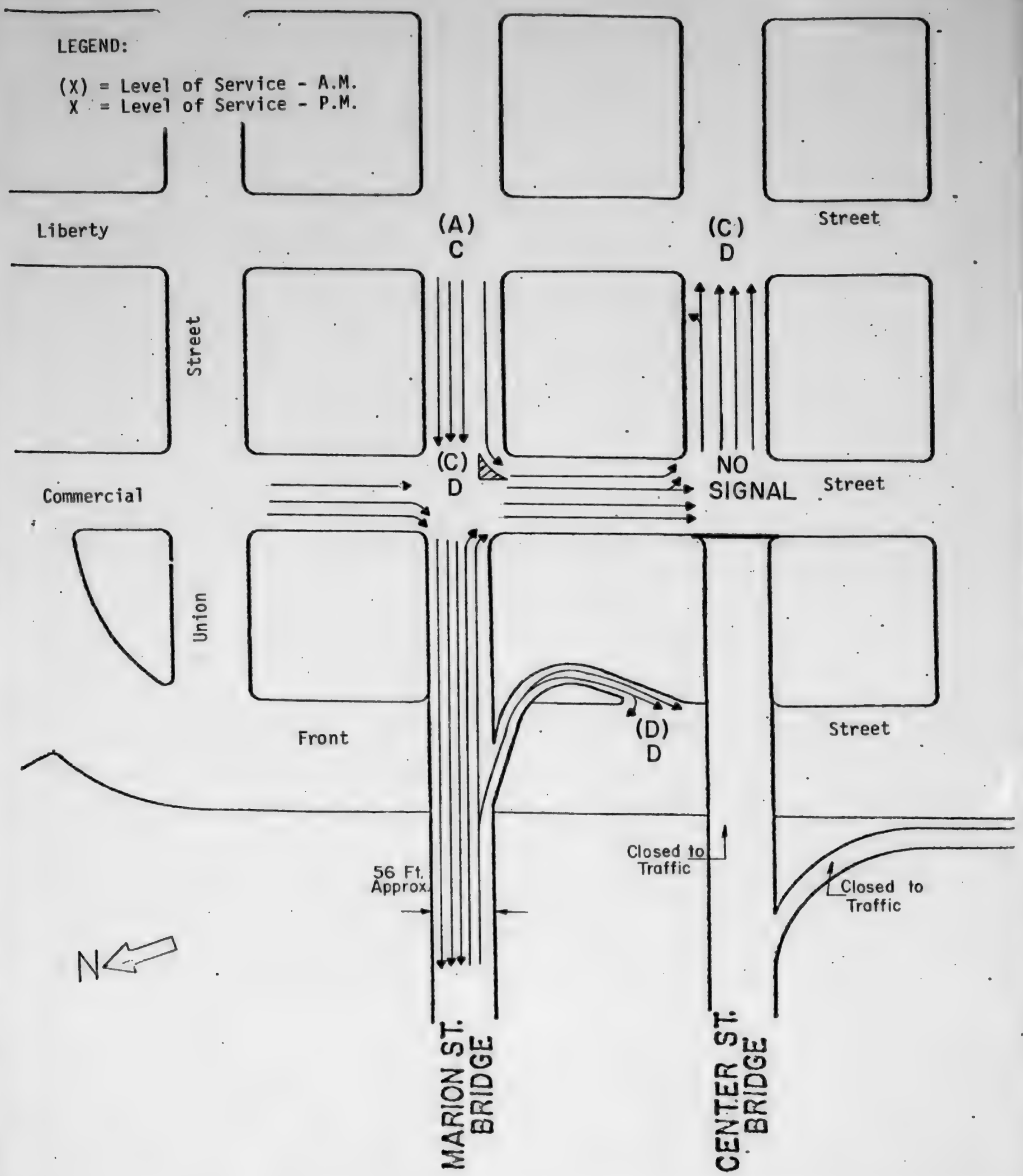
SALEM BRIDGES

DETOUR ALTERNATE 6



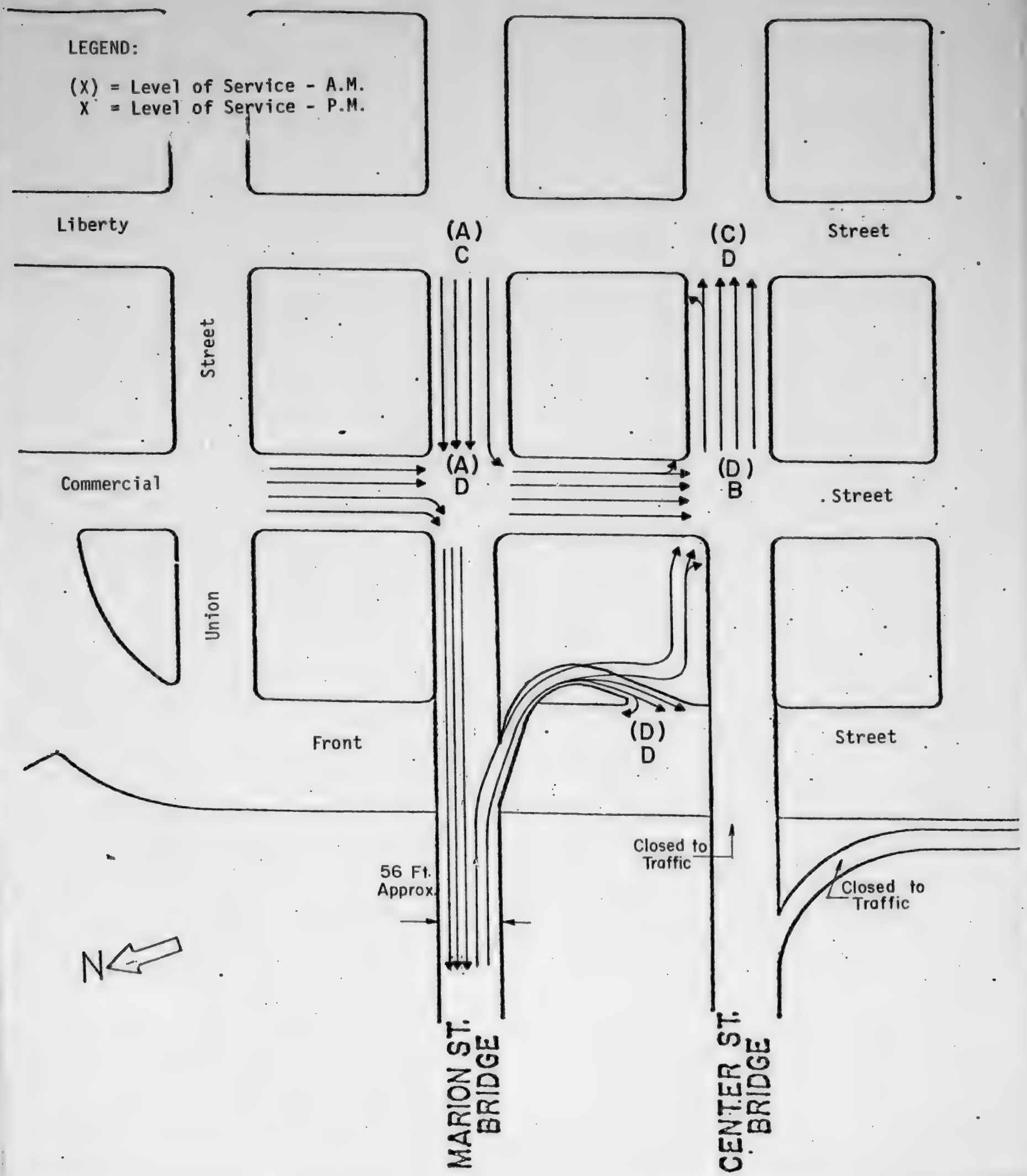
SALEM BRIDGES

DETOUR ALTERNATE 7



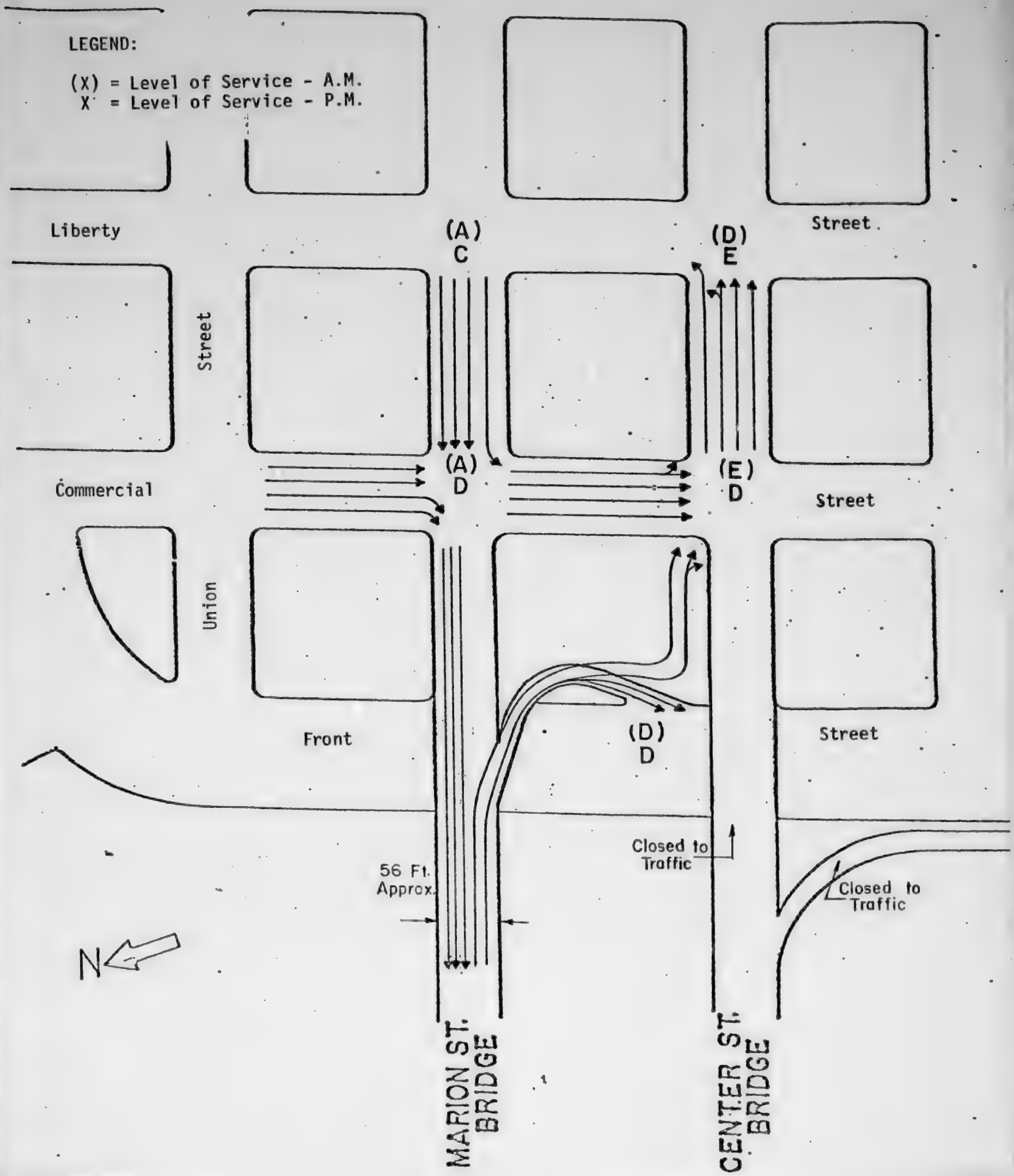
SALEM BRIDGES

DETOUR ALTERNATE 8A



SALEM BRIDGES

DETOUR ALTERNATE 8B



SALEM BRIDGES

DETOUR ALTERNATE 9

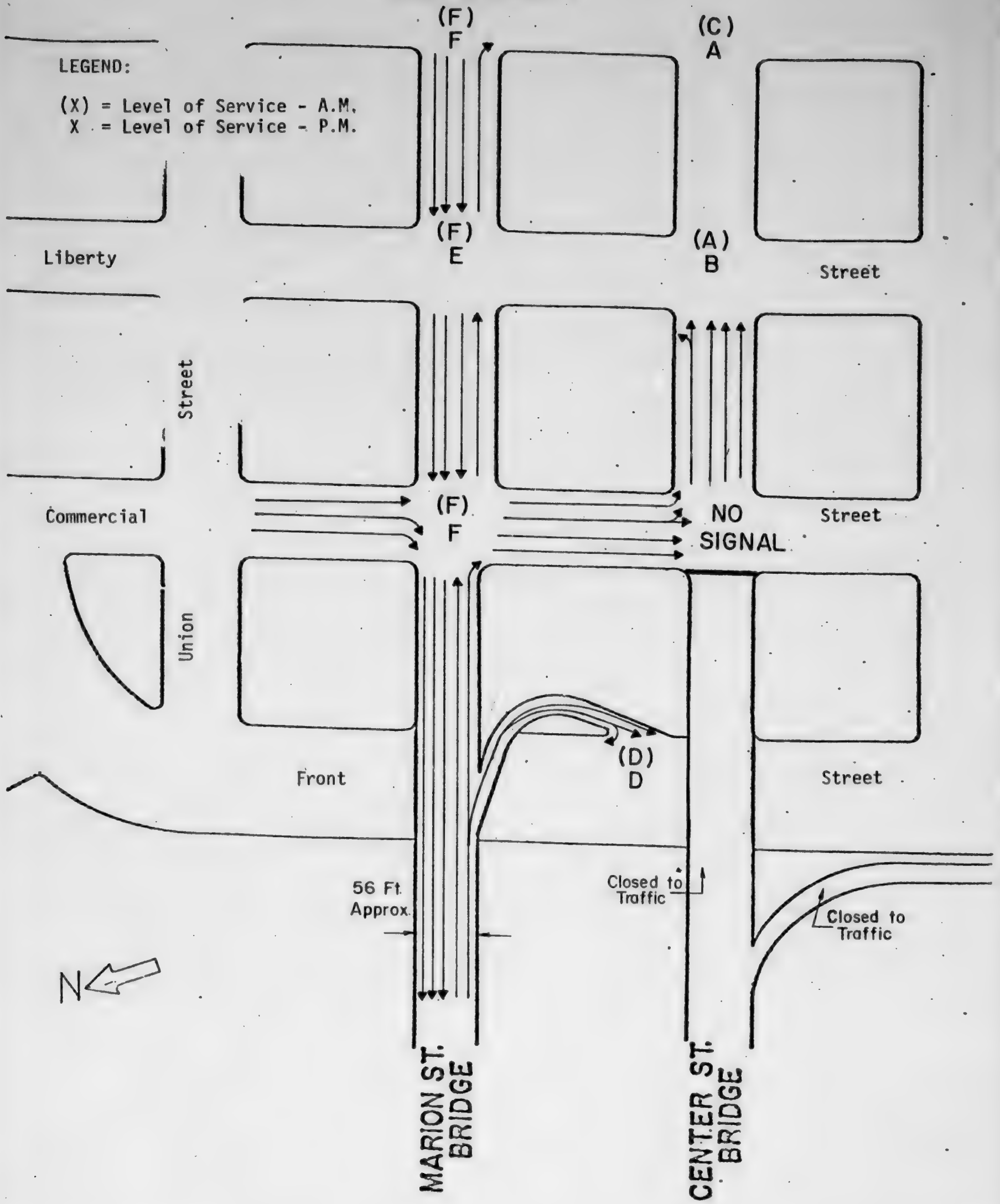


FIGURE 1
SALEM BRIDGES
DETOUR ALTERNATES 4A & 8A

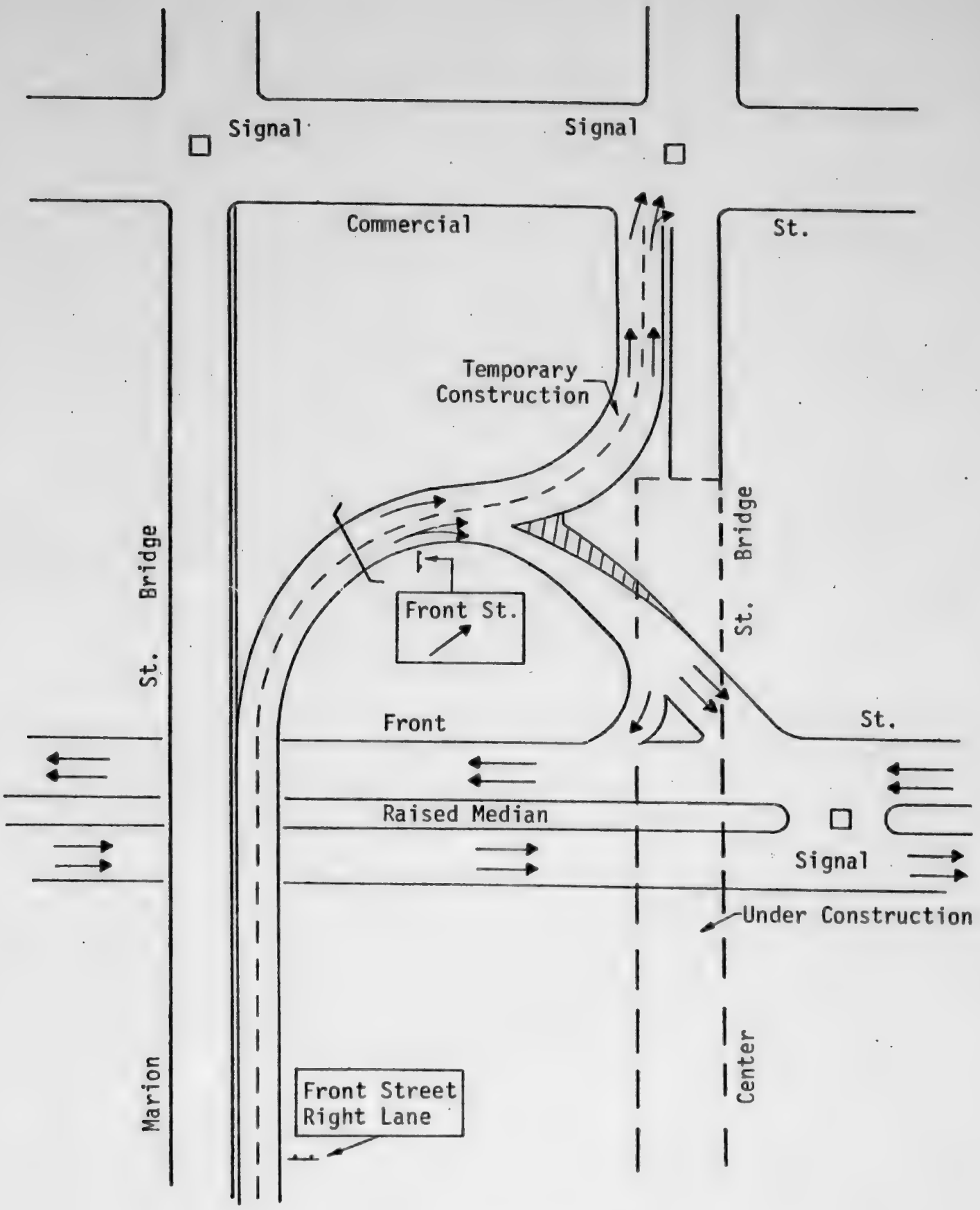
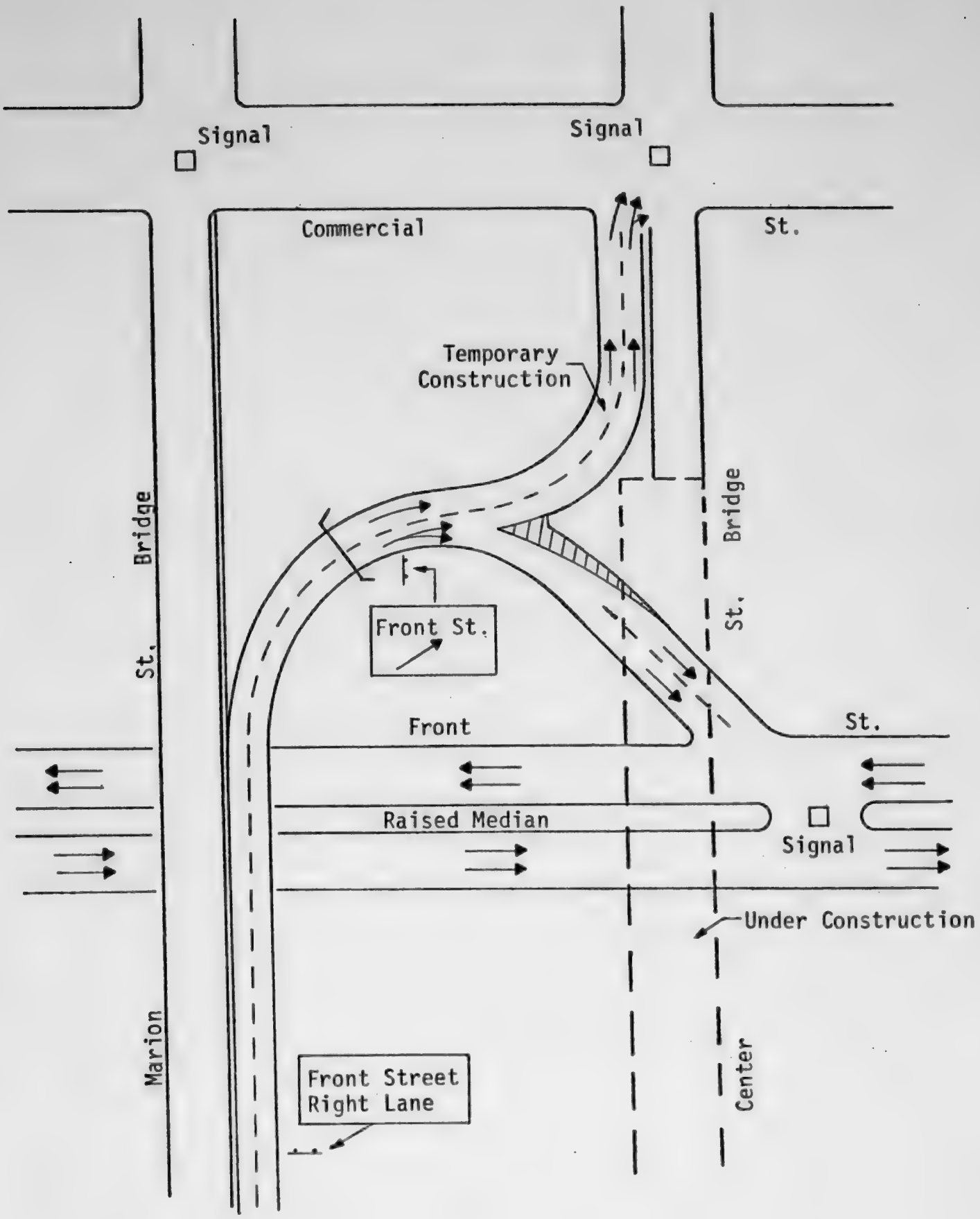


FIGURE 2

SALEM BRIDGES

DETOUR ALTERNATE 4B & 8B



9291

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 2, 1979

RECEIVED
TECHNICAL SERVICES
OCT 2'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Richard F. Malm, Captain
Chief of Staff
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, WA 98174

Dear Captain Malm:

Our office is preparing to circulate a draft environmental impact statement on the proposed replacement and/or widening of the Willamette River (Center and Marion St.) Bridges in Salem, Oregon. Since the bridges cross a navigable waterway, we are requesting your early involvement.

Enclosed is a preliminary copy of our draft EIS. Please review the document and give us your comments so that any concerns you may have can be incorporated before the document is released for formal public and agency review.

As a brief synopsis, let us point out that the existing bridges provide 68+ feet of navigational clearance under a permit from your agency. With both of the proposed build alternatives the Center Street Bridge would be replaced as well as widened to 3 or 4 lanes. The existing steel arch main span would be replaced by a concrete structure. Maintaining approximately the existing grade line and allowing for the depth of concrete beams, the new structure would be as much as 8 feet lower than the existing one. This would require a revised navigational clearance permit. Our preliminary investigation reveals no measurable effect on navigation.

Eb Engelmann, of my staff, is the project manager for the EIS. He should be contacted at (503) 378-8486 if you have any questions.

Very truly yours,

Gary A. Potter
Manager
Environmental Section
412 Transportation Bldg.
Salem, Oregon 97310

Form 734-3122

Attachment

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 2, 1979

Mr. Maurice Lundy
Regional Director
Heritage Conservation and Recreation Service
915 Second Avenue, Room 990
Seattle, WA 98174

RE: Willamette River (Center & Marion St.) Br.
Willamina-Salem Hwy. ORE 22
City of Salem, Oregon
Marion County

Dear Mr. Lundy:

Since our letter of May 30 and our field review of the project with Mr. Haskins on June 13, we have completed a preliminary draft Environmental Impact Statement. In order to keep your office involved in this project we are providing you a working copy of the draft document.

Please review the enclosed document and provide us with any comments you may have, as we would like to address you concerns before formal release of the DEIS; a response within two weeks would be appreciated.

Eb Engelmann of my staff is the project manager for the EIS. He should be contacted at (503) 378-8486 if there are any questions.

Very truly yours,

Gary A. Potter
Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

GAP:EE:lb

Attachment

RECEIVED
TECHNICAL SERVICES
OCT 2 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

12-11

STATE OF OREGON

INTEROFFICE MEMO

DEPT. _____ TELEPHONE _____

TO: Eddie Welsh
Region 2 Environmentalist

DATE: August 16, 1979

FROM: W. L. Cranford
Urban Studies Engineer

SUBJECT: Salem: Edgewater-Wallace Road Report

At the August 14, 1979 Bridge Citizens' Advisory Committee meeting some of the members had difficulty understanding the titles of the maps. Accordingly, we revised the titles and some of the text, in the hope that the report would be more understandable to the Committee.

I appreciate the Committees' help in producing a more understandable report. Sometimes those of us that do technical work are so close to the situation that we fail to see what are stumbling blocks to others. I hope you will send each committee member a copy of the revised report: 20 copies are attached. Please destroy any remaining earlier copies.

Also, I would like to correct one thing I said during my presentation. I said that the traffic volume figures were "peak summer month traffic". This was not true. The traffic volumes are Average Weekday Traffic (AWD). AWD is usually slightly higher than Average Daily Traffic (ADT). The reason AWD is used is that the interviews for the trips from the Origin-Destination Survey were all for weekday trips. Thus, our forecasting equations produce average weekday trips.

WLC:dpy

Enclosures

cc Scott Coulter
D. H. Moehring
Ed Hunter
L. E. George
Adrian Olson

RECEIVED
STATE HWY ENGR
AUG 17 '79
REFER TO
FOR
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81-125-1307

Revised August 16, 1979

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

SALEM BRIDGES: ANALYSIS OF EDGEWATER-WALLACE ROAD INTERSECTION

Introduction

An Environmental Impact Statement is currently being prepared concerning the replacement of the Salem Center Street Bridge and the widening of the Marion Street Bridge. The alternatives that will be comprehensively covered are:

Alternate 1. No Build.

Alternate 2. Three lane Marion and four lane Center Street Bridges.

Alternate 3. Two, four lane bridges.

The Highway Division Region 2 and Design Section have produced drawings depicting the alternatives in various levels of detail. Large scale copies are on display by various merchants in the West Salem area. Also, such drawings are available for inspection through members of the Salem Bridges Citizens Advisory Committee and at Highway Division Region 2 offices on East State Street.

Two of the most critical intersections in the traffic operations of the Salem Willamette River bridges system are:

1. Edgewater and Wallace Road.
2. Commercial and Marion Streets.

The Commercial and Marion intersection will be covered in a separate report. This report will explain the current and future operational conditions for the Edgewater-Wallace Road intersection.

Some of the aforementioned drawings are at such a scale that operational details may not be readily understandable. This report will add details of the improvements and operational features of Alternates 2 and 3 at the intersection of Edgewater and Wallace. Based on these improvements and on population forecasts by the Mid-Willamette Valley Council of Governments (M-WVCOG), the analysis indicates that the intersection of Edgewater and Wallace will operate satisfactorily to the year 2000 by either Alternate 3 or Alternate 2 with a minor modification.

Other intersections will not operate equally well under Alternates 3 and 2 (modified). Alternate 3 has definite operational advantages at intersections other than Edgewater and Wallace Road.

The Problems

Salem bound a.m. peak hour traffic from Wallace Road and Edgewater sometimes experiences "back-ups", or failure to fully clear all waiting traffic during the green signal cycle. Back-ups may be at their worst in the fall of the year when school is open and the canneries operating.

A lesser problem is the one lane off-ramp from the Marion Street Bridge. This ramp has a free flow right turn to Wallace Road, but traffic can back-up and experience some conflict with traffic turning left from Edgewater.

Table 1 shows that the 1979 operating conditions at the intersection are Level of Service D in the a.m. peak hour, and Level of Service C in the afternoon peak hour. Level of Service conditions are explained in the Appendix to this report. Level of Service C is frequently used as an urban design goal. Level of Service D is considered satisfactory during peak hours in most urban areas. Level of Service E may be tolerable for short periods during the peak hour.

It is probable that some motorists would disagree that Level of Service D is being provided currently at Edgewater and Wallace Road during the morning peak hour. The situation is as follows:

A particular level of service describes the <u>average</u> conditions during the whole peak hour. In general, Salem doesn't have a full hour of relatively equal heavy traffic. The peak traffic demands occur for about a 15 to 30-minute period in the morning and again in the evening. At the intersection of Edgewater and Wallace Road there can well be 15 to 30 minute periods (or more) where traffic is at Level of Service E. However, the peak period is short; traffic clears relatively rapidly (it doesn't seem that way to a motorist fearful of being late to work) and the <u>average</u> conditions for the morning peak hour are relatively good.

The crux of the problem is that at the Edgewater-Wallace Road intersection there is only one lane on to the bridge (Center Street) and one lane off (Marion Street). The current problems will largely disappear when there are two lanes directly to the Center Street Bridge and two lanes from the Marion Street Bridge. The several other suggestions

currently being suggested are of marginal value (traffic-wise) and don't fully take into account what the full benefit of the two additional lanes will be.

Analysis

Figure 1 shows the configuration of the preferred (from a traffic standpoint) alternative for the Edgewater-Wallace Road Intersection.

Coming off the Marion Bridge, two full lanes will have a free flow right turn to Wallace Road. These two lanes will not be stopped by a signal at the intersection. There is sufficient storage in the lane that can proceed to Edgewater so the two right turn lanes will be free flow at all times.

There will be two signalized lanes on to the Center Street Bridge from Wallace Road. Figure 2, Phase 1 shows the movements that will be permitted during signal Phase 1. During the morning peak hour about 73 percent of the signal "green" time will be needed for this phase. During the evening peak hour about 59 percent of the "green" time will be needed. Modern signals can cope with such variable needs.

The second signal phase is also shown by Figure 2. During this phase Edgewater traffic will move on to the Center Street Bridge as westbound ramp traffic (from Marion Bridge) proceeds on Edgewater.

Later in this report, it will be shown that there is no significant value in a separate westbound ramp to Edgewater. This is because the "green" time required for the easterly bound bridge traffic from Edgewater, is sufficient for the westerly bound ramp traffic to clear.

This phase will need about 23 percent of the "green" time in the morning and about 30 percent in the evening peak hour.

Figure 2 also shows the remaining third phase to be very short. This phase will allow left turns (to the north) from Edgewater. About four percent of the "green" time will be needed in the morning peak hour and about 11 percent in the evening.

Table 1 shows that if the Alternate 3 and Alternate 2 (modified) improvements were in place today, Level of Service A (the best) would result. Even with future growth, Level of Service D would be provided in the year 2000.

It should be understood that the foregoing analysis is based on a population forecast of distribution of 197,000 by the Mid-Willamette Valley Council of Governments. Recently, the M-WVCOG and the City of Salem adopted a new year 2000 population forecast of 212,600. However, the distribution throughout the city of that population will not be available to the Urban Studies Unit for a month or more.

If the new population distribution results in substantially more persons being forecasted in West Salem (as compared to the older forecast) there could be a significant change in the foregoing traffic analysis.

A New Ramp to Edgewater

Map 1 shows the 1979 forecasted traffic. The traffic volumes would be the same for all three alternatives. However, the level of service, which is currently being experienced, would be much improved by either Alternates 2 or 3. Table 1 shows that either of the "Build" Alternatives would give Level of Service A in 1979.

Map 2 shows the year 2000 traffic assigned. Table 1 shows that during morning and evening peak hours Level of Service D would result for either of the "Build" Alternatives. During other hours of the day better levels of service would be experienced.

Map 3 shows the probable 1979 traffic distribution if a new Edgewater ramp was added. Map 4 shows the proposal with the year 2000 traffic assigned.

Maps 3 and 4 assume the new ramp would connect to an existing northbound street. Because the Urban Studies Unit does not have traffic volume counts on local streets, the "plus" sign indicates the amount of additional traffic that would be added to the local street by the new ramp and removing the Edgewater to Wallace Road left turn.

Table 1 shows that with existing conditions, a new Edgewater ramp would do very little to improve the level of service at Edgewater and Wallace Road.

Table 1 also shows that for the year 2000 a new Edgewater ramp would not make a substantial improvement over the "Build" Alternates and accompanying improvements.

A New Ramp to Wallace Road

Another suggestion for improvement is a new ramp from Marion Bridge to Wallace Road elevated over the railroad tracks and coming to grade somewhere north of the tracks on Wallace Road. Figure 3 shows one concept of this proposal.

Actually, this proposal would do little if anything to improve Wallace Road conditions. The current proposals already provide for free flow movements from the Marion Bridge to Wallace Road. If the entrance to Wallace

Marine Park cannot be moved to some point north on Wallace Road (as is currently being considered) the proposal may have merit. The ramp could provide opportunities to improve the Musgrave Lane-Wallace Road-Edgewater Intersection.

However, the problems of merging ramp traffic with northbound traffic from Edgewater and also possibly from Wallace Marine Park and businesses south of where the ramp comes to grade, could be substantial.

The options and variables to this proposal are so many that the Urban Studies Unit would need more specific direction to do further study. On the surface, the possible benefits seem too small and the costs too great to do a great amount of analysis on this concept.

William L. Cranford

August 16, 1979

FIGURE 1

CONFIGURATION OF WALLACE RD. AND EDGEWATER AS PROPOSED IN "BUILD" ALTERNATES

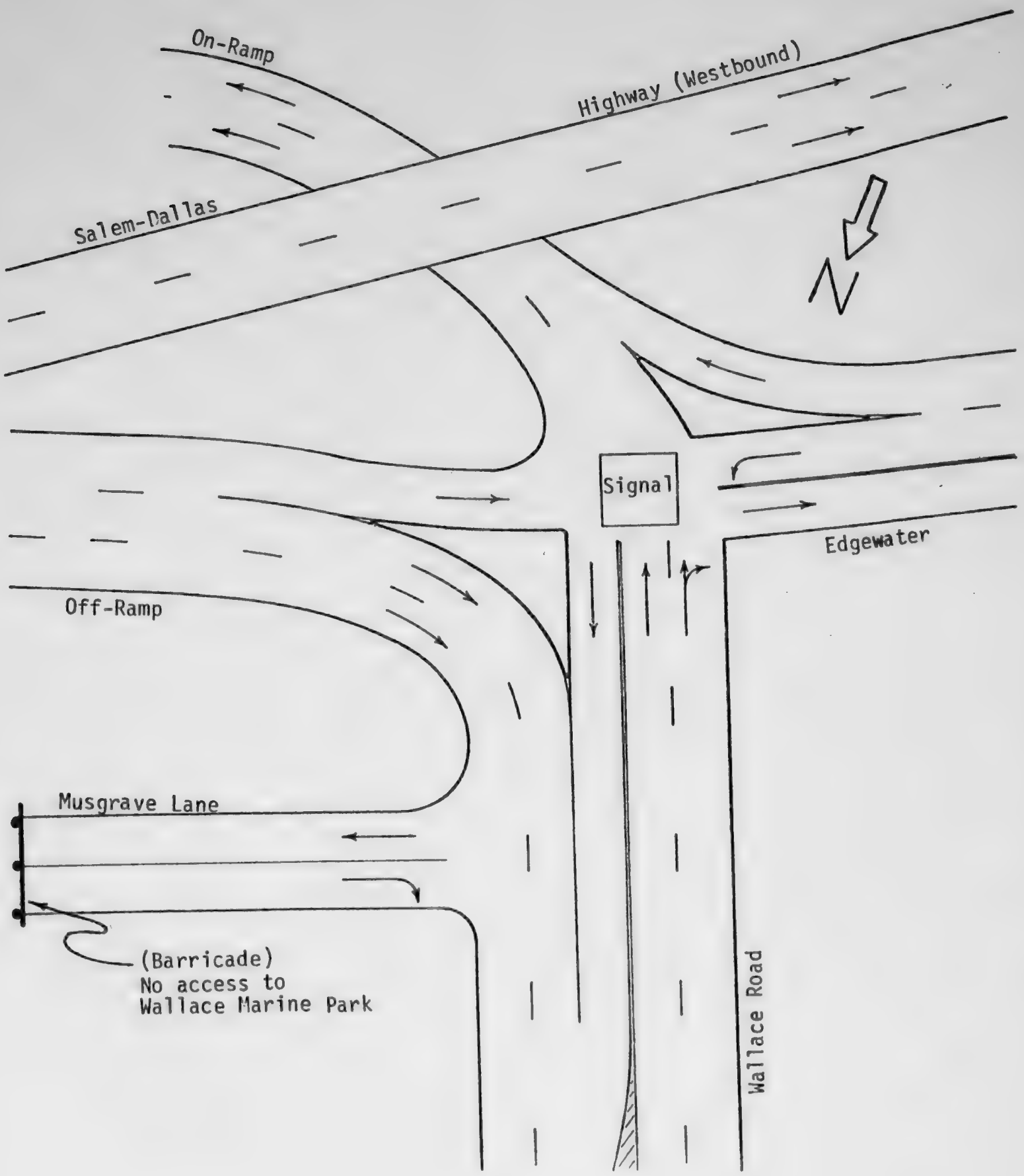
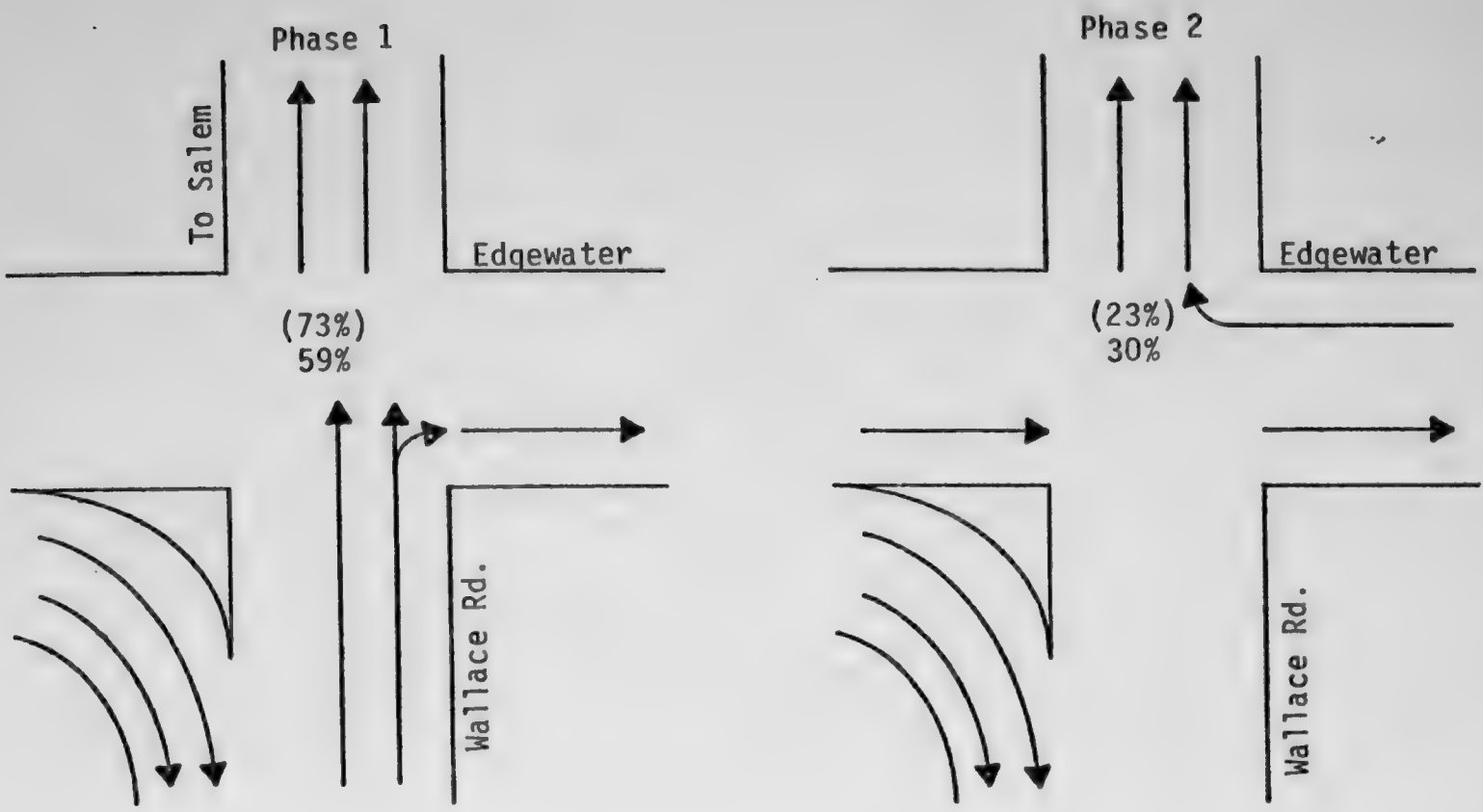


FIGURE 2

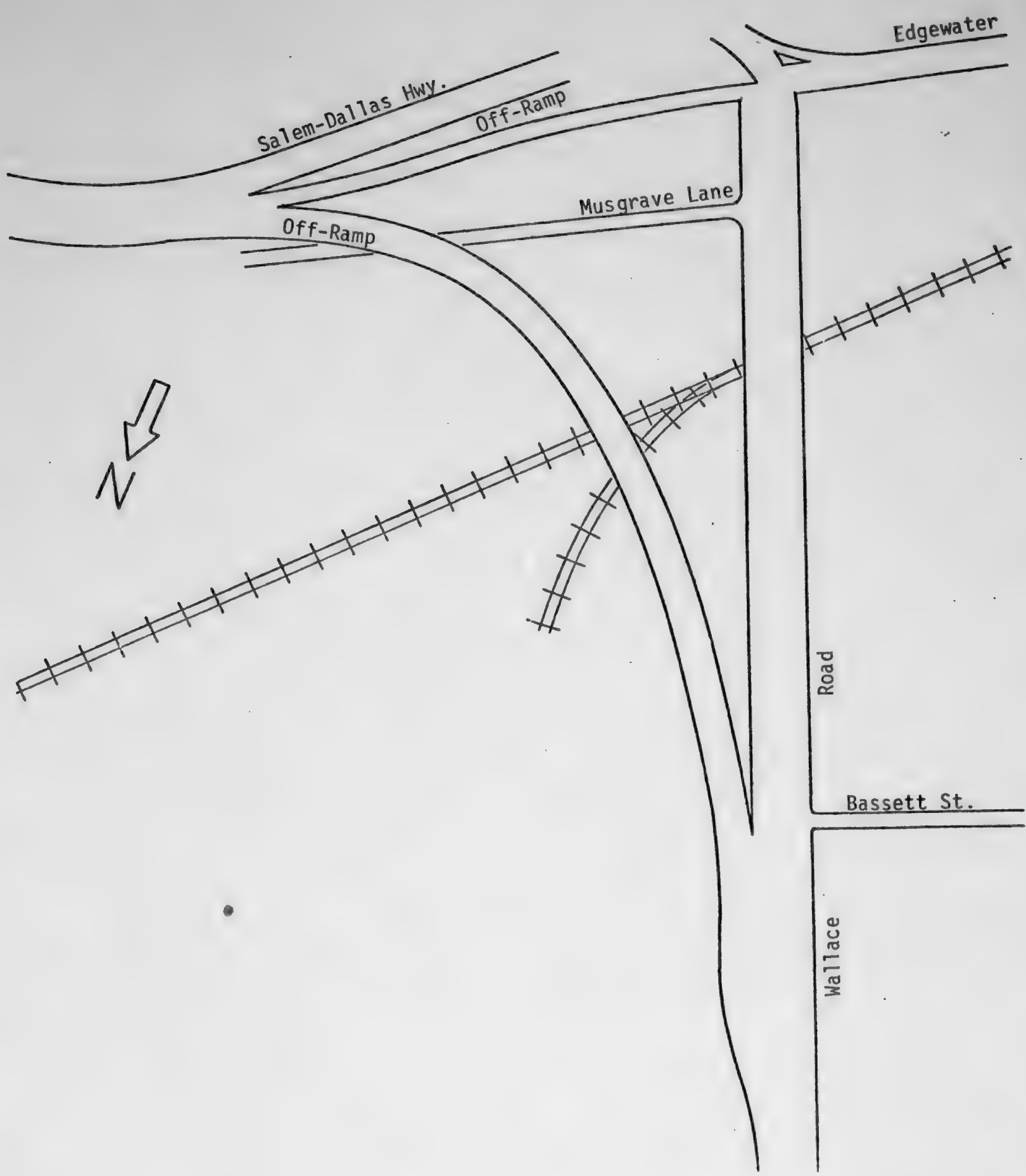
SUGGESTED SIGNAL PHASING AT EDGEWATER AND WALLACE ROAD[1/]
(Moves permitted during each phase are shown by arrows)



1/A signal phase is one specific cycle of "green" time.

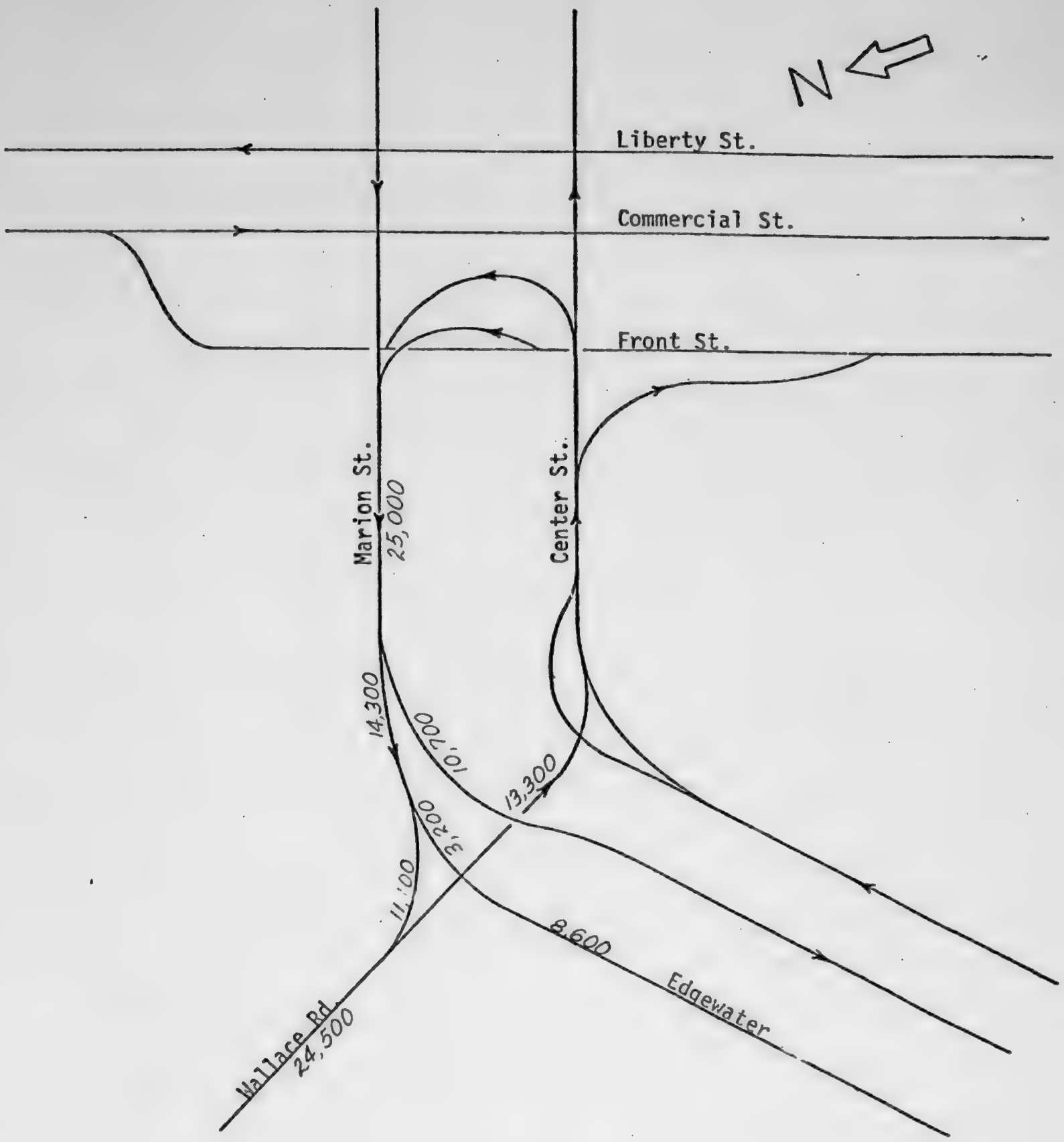
FIGURE 3

PROPOSED RAMP TO WALLACE ROAD



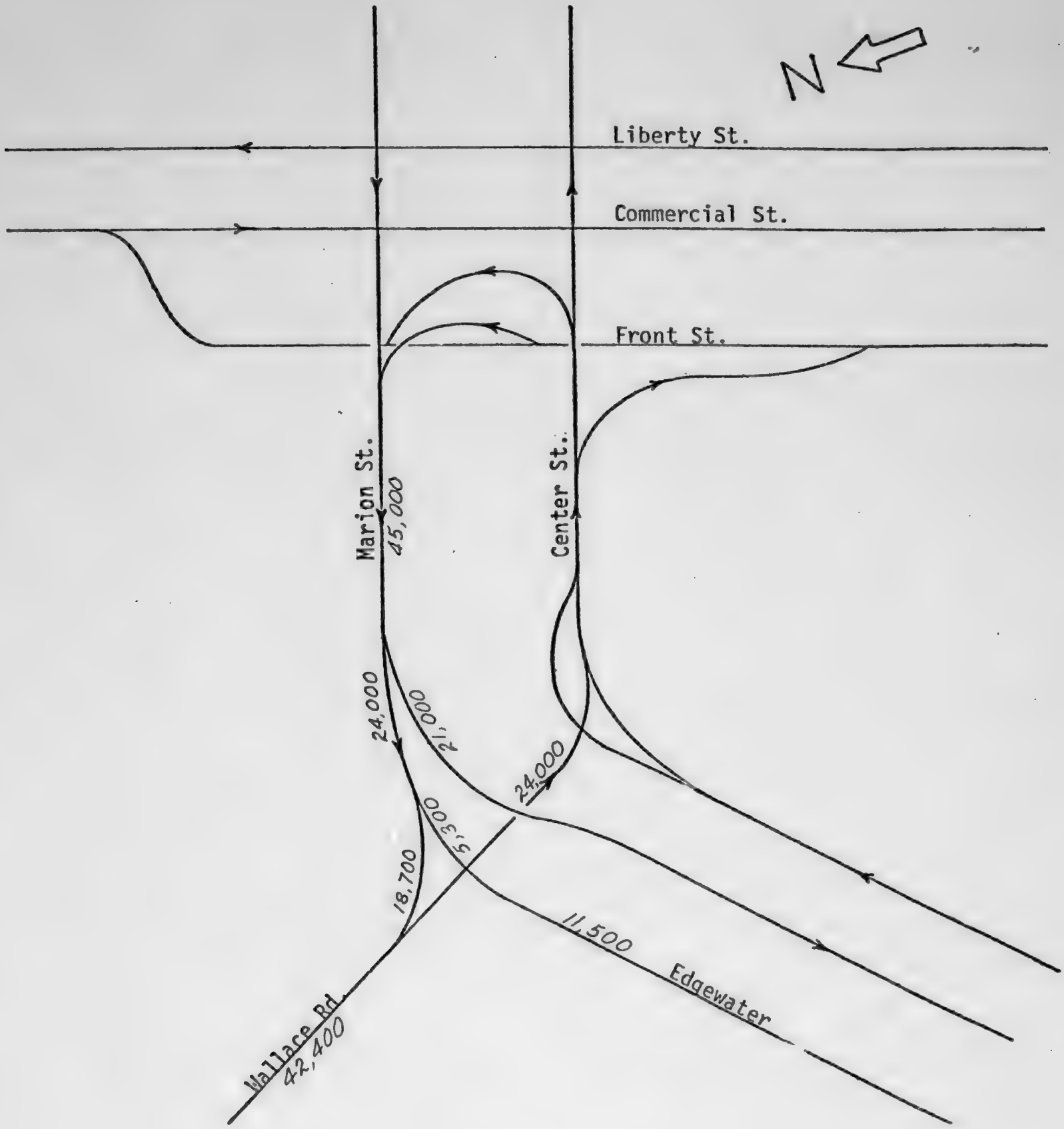
MAP 1

1979 AVERAGE WEEKDAY TRAFFIC
FOR ALL THREE ALTERNATIVES



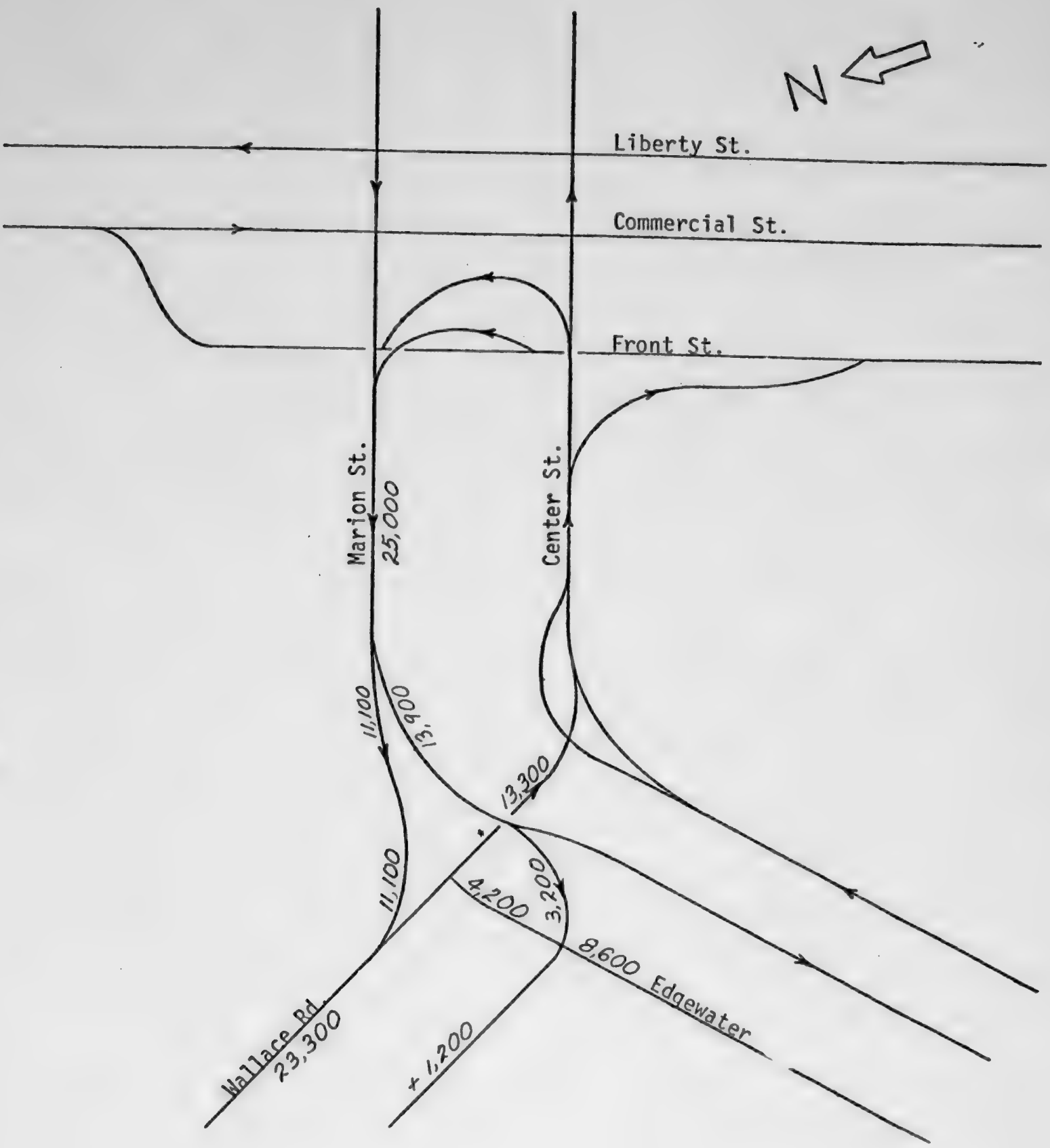
MAP 2

2000 AVERAGE WEEKDAY TRAFFIC
FOR ALL THREE ALTERANTIVES



MAP 3

1979 AVERAGE WEEKDAY TRAFFIC
FOR ALL THREE ALTERNATIVES WITH AN EDGEWATER RAMP



MAP 4

2000 AVERAGE WEEKDAY TRAFFIC
FOR ALL THREE ALTERNATIVES WITH AN EDGEWATER RAMP

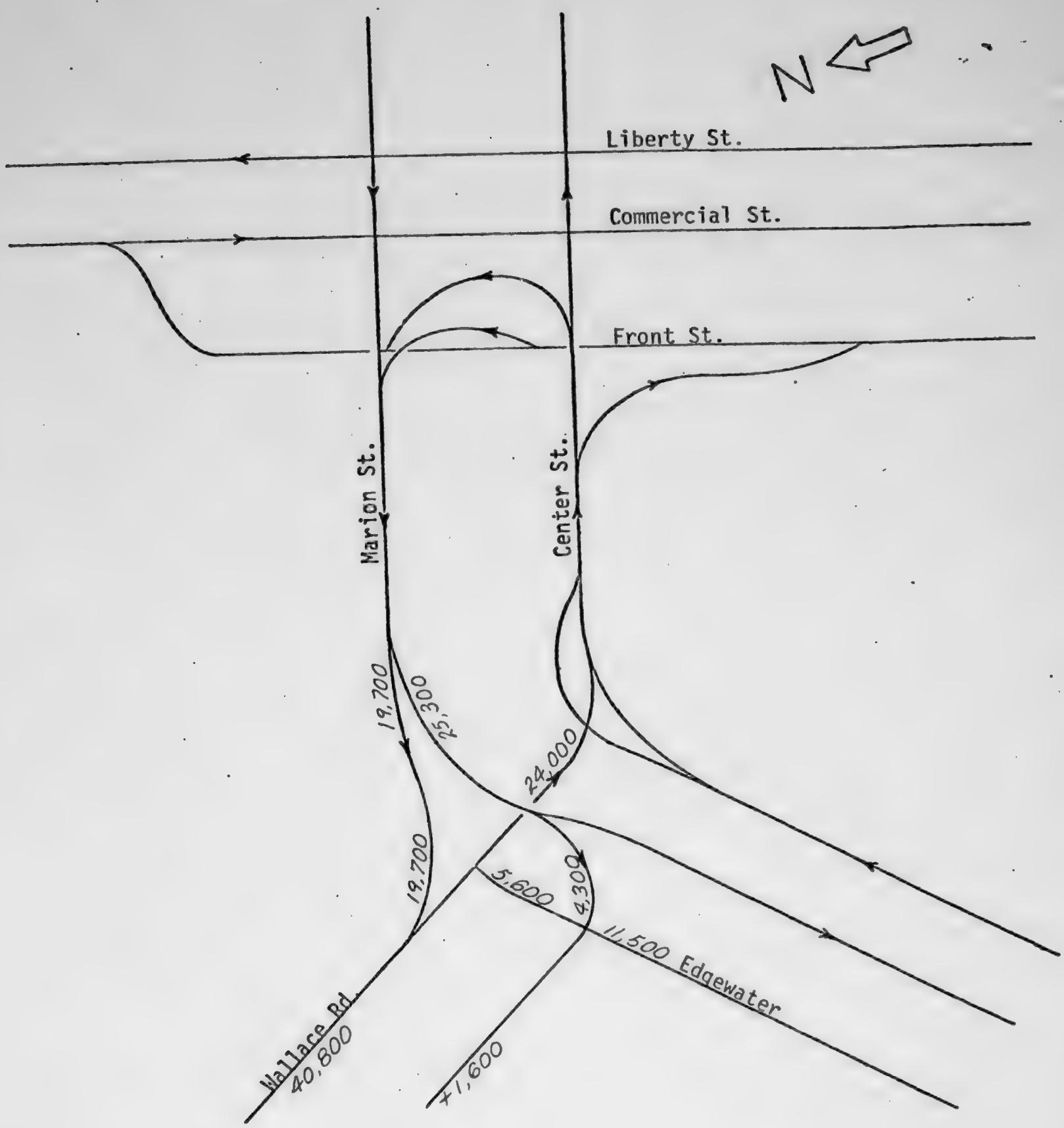


TABLE 1

LEVEL OF SERVICE FOR WALLACE ROAD AND EDGEWATER

	1979 LOS[1/]		2000 LOS	
	A.M.	P.M.	A.M.	P.M.
Existing conditions	D	C	F	F
"Build" Alternates plus intersectional improvements (2 lanes on and off bridges) 2/	A	A	D	D
Existing conditions plus Edgewater Ramp	D	B	F	F
"Build" Alternates plus intersectional improvements, plus new westbound Edgewater Ramp 2/	A	A	D	C

1/LOS-Level of Service (see appendix on level of service).
2/Alternate 2 needs the modification of adding a storage lane on the ramp for westbound traffic to Edgewater.

APPENDIX

Capacity and Level of Service

The way a motorist relates to traffic conditions and his traffic tolerance level are relative things. Also, they are usually based on his past experience. For example, a motorist raised in a large city may move to a smaller city and find the relatively lower traffic volumes not only acceptable, but a welcome relief. On the other hand, a motorist raised in the smaller city has experienced a change from almost no traffic to moderate traffic over a period of years. His view of the same traffic may be that it is almost intolerable.

Obviously, some uniform method of measuring traffic congestion is needed to keep traffic evaluations from being made on an emotional basis.

The Highway Research Board Capacity Manual attempts to fill this need. In the new manual, the word "capacity" has been replaced with two terms, "Service Volume" and "Level of Service", the latter term being followed by an alphabetic letter, A through F, which defines the traffic conditions to be experienced during the peak hour.

Level of Service "A", the highest level of service, is a condition of freely flowing low volume traffic, which is moving at higher speeds. Level "B" and each succeeding level through "E" describes traffic at higher volumes and lower speeds. Each succeeding level implies increasing restrictions on the motorist's ability to maneuver, more traffic delays and a lower level of safety.

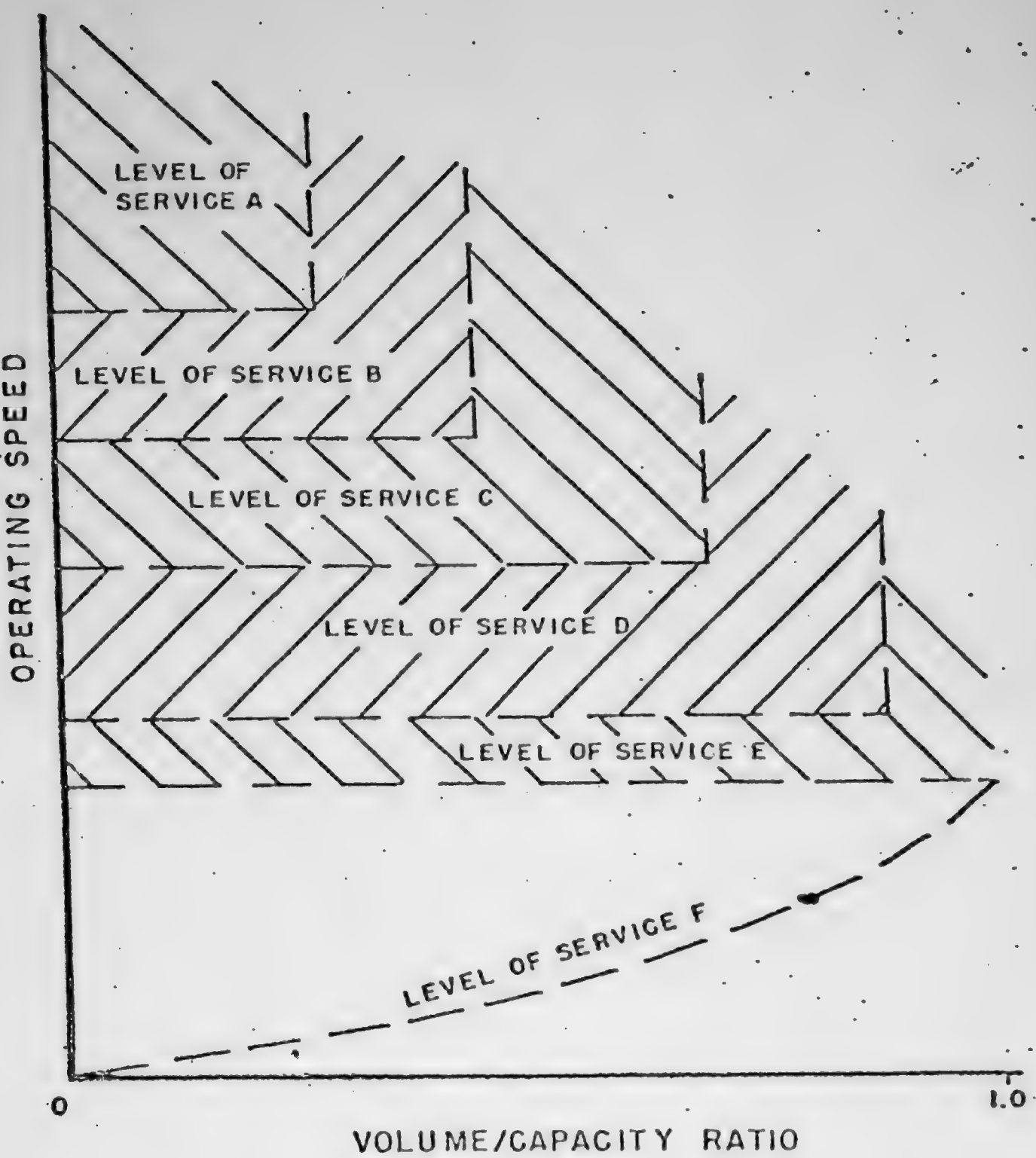
Level "B" is the level generally used for design purposes in rural areas, while Level "C" is the level generally used for design purposes in urban areas. Level "D" indicates traffic moving satisfactorily, according to many city standards, but with increasing restrictions on maneuverability and having slower speeds. The high volume limit of Level "E" is the condition at which a further lowering of speed results in a reduction in traffic volumes. Level "F" traffic has sharply diminishing traffic volumes and indicates very slow traffic speeds; perhaps so slow as to become "stop and go" traffic.

Traffic predictions at Level "E" or "F" volumes are usually not acceptable. In such cases, the highest predicted traffic volumes may not occur. Delays will so impede the motorist that he will seek other routes, or alternate destinations and the predicted volumes will not materialize. Therefore, alternatives should be sought to either: (1) increase capacity; (2) provide alternate or relieving facilities; or (3) alter the land-use plan to relieve the traffic demand.

It should be understood that overloads may only occur for short periods of time (such as during rush hours). Thus, a street may function at Level "E" for only one-half hour per day, and function at Level "C" or better at all other times. Such conditions are becoming more widely accepted, because the costs of providing a higher level of service, either in dollars or community disruption, are becoming so high. Many Oregon cities have a goal of providing Level of Service "D" during peak hours, but accept short periods of Level of Service "E".

Attached is a conceptual drawing concerning the interrelationships between Level of Service, vehicle operating speeds and volume-to-capacity ratio. Also listed are direct quotations concerning Level of Service from the Highway Capacity Manual.

William L. Cranford
May 23, 1978


LEVEL OF SERVICE A
LEVEL OF SERVICE B
LEVEL OF SERVICE C
LEVEL OF SERVICE D
LEVEL OF SERVICE E
LEVEL OF SERVICE F
OPERATING SPEED
0
1.0
VOLUME/CAPACITY RATIO

From Capacity Manual SR-87

"Six levels of service have been selected by the Committee for application in identifying the conditions existing under various speed and volume conditions on any highway or street. It should be noted that other intermediate levels may be established by other jurisdictions for specific conditions. The descriptions here relate to uninterrupted flow and are broadly generalized; definitive values are given in Chapters Nine and Ten for each type of highway. These levels of service, designated A through F, from best to worst, cover the entire range of traffic operations that may occur. On many specific streets and highways, the better levels cannot be attained.

Traffic operational freedom on a highway of a particular type is considered equal to or greater than level of service A, B, C or D, as the case may be, when specified values of the two separate conditions previously described are met. These conditions require that: (1) operating speeds or average overall speeds be equal to or greater than a standard value for the level considered, and (2) the ratio of the demand volume to the capacity of any subsection not exceed a standard value for that level. Level of service E describes conditions approaching and at capacity (that is, critical density). Level F describes conditions under high-density conditions when speeds are low and variable; it is not effectively described by combinations of speed and volume-to-capacity ratios, because these may vary widely.

Level of service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of service B is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been associated with service volumes used in the design of rural highways.

Level of service C is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes perhaps suitable for urban design practice.

Level of service D approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and

comfort and convenience are low, but conditions can be tolerated for short periods of time.

Level of service E cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near the capacity of the highway. At capacity, speeds are typically, but not always, in the neighborhood of 30 mph. Flow is unstable, and there may be stoppages of momentary duration.

Level of Service F describes forced flow operation at low speeds, where volumes are below capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero."

92:1

STATE OF OREGON

INTEROFFICE MEMO

DEPT. TELEPHONE

TO: FILES

DATE: July 31, 1979

FROM: W. L. Cranford
Urban Studies Engineer

SUBJECT: Salem Bridges and West Salem Population

On July 25, 1979, Mr. Mitch Rose visited our office and asked a number of questions concerning the forecasted number of future bridge crossings and the forecasted West Salem population.

Mr. Rose was formerly the Polk County Planner, now working for attorneys Ramsay, Stein and Feibleman, who are representing Mr. Victor Olson, Jr. I was given to understand that Mr. Olson opposed substantial growth in West Salem and wanted the Urban Growth Boundary moved inward.

I told Mr. Rose that all population and population distribution figures were furnished to ODOT by M-WVCOG. That the publicized Year 2000 daily river crossings of 90,000 resulted from simulation models. Also, that the M-WVCOG had recently adopted a new higher Year 2000 population, but that it would be a month before I receive the new population distribution. He asked if these new data could affect the design and operation of the bridges. My reply was that it could.

WLC:dpy

cc Richard Knowles - M-WVCOG
Fred Klaboe
Scott Coulter
Dave Moehring
Ed Hunter
George Bell
C. O. Fredrickson

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AUG 3 '79
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81-125-1387

9211.

Willamette River (Center + Marion Street) Bridges

Chapter 1

PROJECT DEVELOPMENT AND DESCRIPTION

Introduction

Project Setting

The proposed project would improve the Center and Marion Street Bridges in Salem, Oregon. These bridges carry the Willamina-Salem Highway (ORE 22) [redacted], over the Willamette River. ORE 22, which connects the Cascades with Salem and the Oregon Coast, is a primary state highway.

The bridges are also the major river crossing in the Mid-Willamette Valley. This region is comprised of Marion and Polk Counties and has a population of 232,000.* The nearest alternative crossings are a two-lane bridge at Independence, twelve miles to the south, and the Wheatland Ferry, about twelve miles to the north. A two-lane bridge near Newberg, about thirty miles away, is the nearest bridge to the north.

In Salem, the state capitol and Oregon's third largest city, the bridges are on the major east-west couplet. Of Salem's 90,000 population, approximately 82,000 live east of the river in Marion County and 8,000 live west of the river in Polk County.* In this regard the [redacted] bridges [redacted] serve as a vital link in connecting West Salem, predominantly a bedroom community, with Salem proper, the regional employment and shopping center (see Figures 1 and 2).

*Estimated populations as of July 1, 1978; Center for Population Research and Census, Portland State University.

Project Purpose

The Center Street Bridge would be replaced and the replacement structure would have adequate capacity and suitable design to handle traffic crossing demands for a period of approximately 20 years. The Marion Street Bridge would be widened to better handle present traffic and to provide greater capacity for projected traffic increases.

Other features are proposed. Ramps would be reconnected, added or widened to provide better connections between the bridges and Wallace Road, Front Street, Center Street and Marion Street. A new two-way bicycle-pedestrian facility is proposed as part of the new Center Street Bridge and a pedestrian overcrossing of Front Street is also being investigated.

Existing Facilities and Problems

Center Street Bridge

The Existing bridge has two lanes for one-way traffic, eastbound. It is 24 feet wide and 2,184 feet long. It stands about 100 feet above the streambed, and it provides approximately 68 feet of clearance for navigation. It also has a one-way, five-foot wide bikepath.

The Center Street Bridge has footings and piers constructed in 1917-1918, supporting a deck constructed in 1927. The deck underwent substantial modification in 1952-1953, and new guardrail was added in 1974-1975. In 1977 a southbound off-ramp was added to Front Street.

Due to its age, the Center Street Bridge requires substantial annual inspection and maintenance, at a cost in excess of $25,000. It has been repaired several times over the years, and now is outdated. Its original design cannot routinely take present loadings and vehicular weights.

Furthermore, the bridge is now serving higher volumes of traffic than ever before, and these volumes are expected to increase substantially in the next twenty years. Today 24,000 trips are made over each bridge on the average weekday (AWD). Current planning forecasts 45,000 AWD for each bridge by year 2000. That figure cannot be met by the existing structure, which has a capacity around 30,000 AWD.

The present structure also has a structural arch above the deck on the central span. This feature precludes widening since the arch would have to remain between existing lanes and any added lane(s). In 1978 special federal bridge replacement funds were committed for replacement of the Center Street Bridge.

Marion Street Bridge

The Marion Street Bridge has two lanes for one-way traffic westbound. It is 26 feet wide and 2,393 feet long. It stands 108 feet above the streambed, and it provides about 68 feet for navigational clearance. It also has a five-foot one-way bikepath/sidewalk.

The Marion Street Bridge was constructed in 1952-1953; it has no pressing maintenance problems and has no current load restrictions. It is a sound bridge with ample remaining service life. ~~This bridge also has no structural arch span.~~ Its steel deck girder construction allows an additional lane to be added to the existing structure by merely widening both sides of the deck, so that a total of three lanes can be accommodated. The City of Salem has already committed Interstate 305 transfer monies to this purpose.

Like the Center Street Bridge, Marion Street Bridge has a present volume of 24,000 AWD and a capacity on the order of 30,000 AWD. It too is projected to face a demand for 45,000 crossings by the year 2000. These crossings~~projections~~ are based upon new population growth rates and land use forecasts for West Salem in the currently emerging Salem Area Comprehensive

Plan. A three-lane bridge would not adequately serve traffic demand beyond 1990, however, and a four-lane bridge would be needed to serve year 2000 traffic. ~~The present Harlow Street Bridge could function as part of such a~~ .

Common Features

With new three and especially four-lane bridges, and with the completion of the recently approved six-lane Front Street Bypass project, new ramps would also be constructed as part of the bridge replacement and widening. These ramps have long been anticipated in area transportation plans. A new ramp would take Center Street Bridge traffic onto Front Street, northbound. The present Center Street Bridge to Front Street southbound ramp would be extended and reconnected. Another ramp would take northbound Front Street traffic onto Marion Street Bridge. With a four-lane Center Street Bridge, a second lane would enter the bridge from Wallace Road; and with a four-lane Marion Street Bridge, a third lane would enter the bridge from Marion Street.

It should be noted that the issue of bridge capacities is more complex than totaling the volumes of crossings. Actually, it is not the bridges per se but the capacity limitations of the abutting signalized intersections (Center-Commercial, Marion-Commercial, Marion-Liberty, Wallace-Edgewater, etc.) which control the volumes and levels of service on the bridges. Additional lanes on the bridges do add greater capacity, but they also permit additional connections at the bridge ends. This will permit greater access to and egress from the bridges themselves. Volumes and levels of service will be discussed at greater length in the Traffic section of this document.

Alternatives

History of Alternative Development

The earliest bridge over the Willamette in the Salem area was a wooden structure built in 1886. It was washed out and replaced by another bridge in 1891. Then in 1917-1918 the Center Street Bridge was constructed with a wooden deck, which was replaced in 1927. In 1952-1953 the Marion Street Bridge was constructed, the Center Street Bridge was overhauled, and the one-way couplet was initiated. In 1977 the Center Street Bridge-Front Street southbound ramp was added. This completed the system as it now exists.

A brief chronology of some of the important steps and studies which led up to the formulation of alternatives follows:

1947	Long-Range Planning Commission of Salem Chamber of Commerce inaugurated.
1957	City of Salem, Marion County, Polk County, and School District 24-J join together and form Mid-Willamette Valley Planning Council (MWVPC).
1960	Oregon State Highway Department (OSHD) asked to consider comprehensive transportation study of Salem area. Officials of City of Salem, Marion and Polk Counties, MWVPC, OSHD, and Federal Bureau of Public Roads agree to undertake study.
1961	Agreement signed to begin Salem Area Transportation Study (SATS).
1968	SATS plan approved by member agencies.
1971	Central Salem Development Plan (CSDP) completed; envisioned Front Street Bypass, Willamette River Bridge Ramps, and Pringle Creek Parkway.
1973	Salem Area Comprehensive Plan.

1973 Salem Bridge Location Report prepared by TAC, a subcommittee of SATS.

1974 Third Bridge Study; OSHD with consulting firm Howard, Needles, Tammen and Bergendoff (HNTB) and subcontractors.

1974 The 1982 Salem Area Transportation Plan adopted.

1977 Year 2000 Transportation Plan adopted.

1979 Salem Area Comprehensive Plan revisions due in October.

Alternatives Rejected

Third Bridge in New Corridor. In 1974 OSHD thoroughly studied the concept of a third bridge in a new location. The study produced a preliminary report which examined six separate corridors for a new river crossing, plus no-build or doing nothing. South of the existing Marion/Center Street corridor, the corridors investigated were: Cross Street, Mission Street and Pringle Creek. To the north they were: Union/Division, Market Street and Pine Street. Within each of these corridors various subalternatives were analyzed both with and without the Salem Freeway Spur (I-305), which was then still proposed in the transportation system.

The detailed study revealed that no new crossing alternative was satisfactory. Each had its trade-offs. All had extensive impacts and costs and all would have affected parks and institutions; some, such as Mission Street, substantially so. No alternative emerged as a majority choice. Estimated costs for a new corridor also proved far in excess of available funds. Hence, the proposal for building a new bridge in a new corridor was abandoned, and no environmental impact statement was circulated.

In March 1978, the City of Salem committed $4,670,000 of I-305 transfer funds to adding a third lane onto Marion Street Bridge and to the bridge ramps. Voters had previously approved a bond levy to match money available under the transfer funds. Several priority projects including the Marion Street Bridge widening were identified to receive these funds. In

August 1978, discretionary funds to replace the Center Street Bridge were made available as part of a special bridge replacement portion of the 1978 Surface Transportation Act. These two events created new interest in alternative approaches to increasing bridge capacities and effectiveness.

Two 2-Way Bridges. One alternative considered was the concept of a pair of two-way bridges. Under this concept Center Street Bridge would be widened to four lanes, two in each direction, serving ORE 22 traffic to Dallas and beyond. Marion Street Bridge would have three or four lanes serving West Salem. With a three-lane structure, the outside lanes would serve each direction while the center lane would change directionally to serve rush hour traffic peaks: inbound mornings and outbound afternoons.

Though this alternative has advantages, chiefly in removing the majority of weaving problems on the bridges, it would not function satisfactorily in terms of levels of service and overall capacity. As mentioned previously, the signalized intersections at the ends of the bridges control bridge access and egress; thus they largely control bridge capacity. With the existing one-way grid in Salem, the signals only control two basic movements so they are able to advance a maximum volume of traffic. With two-way traffic, the signals would have to regulate a full range of traffic options. Operations would become complex, efficiency would be reduced, levels of service would deteriorate, and capacity would decrease.

Wide 2-Way Single Bridge. The final alternative evaluated and discarded was an eight-lane bridge between the present bridges. This bridge would have permitted four lanes of traffic to move in each direction and it would have replaced the Center Street Bridge. Since the Marion Street Bridge is both sound and serviceable, it would have remained to provide additional crossing capacity. Though the additional capacity would not be needed for normal traffic, it could have served bicycle/pedestrian traffic, exclusive transit lanes, or emergency services.

Several things are wrong with this alternative. Its cost would be excessive. It would provide excess capacity and make relatively little use of Marion Street Bridge. It would create difficult problems in joining into the existing street networks on both ends--further complicating the already busy Marion/Commercial intersection by adding another traffic movement. Finally, more parkland and private land would have been needed than for other alternatives, and greater river disturbance would have resulted.

Alternatives Advanced

Three alternatives are being advanced for consideration in this study:

Alternative 1 - No-Build

Alternative 2 - 3-lane Marion Street Bridge (38 feet between curbs)
4-lane Center Street Bridge (52 or 56 feet between curbs)*

Alternative 3 - 4-lane Marion Street Bridge (52 or 56 feet between curbs)*
4-lane Center Street Bridge (52 or 56 feet between curbs)*

Alternative 1. This would leave the existing bridge situation as it is, but it would permit ongoing bridge inspection and maintenance. It would also permit repairs on any bridge damage such as might result from accidents or pier scouring.

Alternative 2. This would widen the Marion Street Bridge to 3 lanes (38 feet), and it would replace the present Center Street Bridge with a new 4-lane structure (52 or 56 feet).

*A Structure designed to carry 4 lanes of traffic may be 52 or 56 feet wide depending upon desirable curb widths.

As indicated previously, both sides of the existing Marion Street Bridge would be widened, one at a time. Traffic would be confined to the south side as much as possible while maintaining two lanes. Then the outer eight feet of structure on the north side (downstream) would be removed: handrail, sidewalk, and overhang. These features would be replaced by more substantial girders and overhangs about ten feet wide (see Figure ___). Next the two lanes of traffic would be confined to the north side of the structure while the process is repeated on the south. When finished, three travel lanes would replace the present two lanes and sidewalks.

For the Center Street Bridge a totally new 4-lane structure is proposed. Construction would be staged. The existing structure would be kept open while a new 2-lane bridge is built alongside. When the new structure is completed, traffic would be transferred to it and the old bridge would be taken out. Another new 2-lane bridge would then be built in place of the old one. The two new bridges would subsequently be joined into a 4-lane unit (see Figure ___).

While work on the superstructure would be staged, most pier work for both segments could be done simultaneously. This is possible because the new piers, in addition to being larger in size and fewer in number, would be in new locations.

Alternative 3. The other build proposal would widen both bridges to 4 lanes (52 or 56 feet between curbs).* For the Center Street Bridge Alternative 3 is the same as Alternative 2, but for the Marion Street Bridge it differs considerably.

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*Actually, a 52-foot-wide structure is considered to be a "standard" 3-lane bridge under current design standards (striped for three 12-foot lanes with 10-foot shoulder, right, 6-foot shoulder, left). However, a 52-foot structure would also permit 4 lanes of traffic (four 12-foot lanes and two 2-foot gutters). A 56-foot-wide structure would permit greater curb widths with striping for 4 lanes. Projected traffic volumes indicate a need for two 4-lane bridges within ten years--though they may start service striped for 3 lanes. They could remain striped that way if conditions warrant it.

The Marion Street Bridge does not have sufficient load-bearing capacity to widen the present deck to 4 lanes. Alternative 3 proposes a second 2-lane bridge be built abutting the south or upstream side of the present structure. The north side would remain unchanged except for the addition of guardrail on the deck next to the existing sidewalk, and possibly an overlay of the deck. When the new bridge is completed it would be joined to the existing bridge for a 4-lane unit (see Figure ___).

With Alternative 3 two construction scenarios are possible. First, as with Alternative 2, staging could be used. Starting with the Marion Street Bridge, traffic would be restricted as far to the north as possible and the sidewalk and handrail would be removed on the south side. Then the new structure would be built alongside.

Center Street Bridge under staging would be built as was described for Alternative 2.

Second, a detour could be used for Center Street Bridge. Here Marion Street Bridge would be built as described above. During this time some of the foundation and substructure work for Center Street Bridge could be done. Then when the 4-lane Marion Street Bridge is completed, Center Street Bridge traffic would be routed over it by means of a temporary connection in West Salem and temporary traffic arrangements on the east end of the bridge. Some of the assumptions which must be met in order to use the detour are:

1. Front Street Bypass must be completed.

2. The Front Street to Marion Street Bridge on-ramp must be completed--it would be used as an off-ramp during the detour.

3. The one-way grid system in the CBD must be retained, except on the new 4-lane Marion Street Bridge.

With the detour in place, the old Center Street Bridge could be removed and replaced in one sustained effort without any traffic interference. This approach would reduce construction time and cost compared to staging. It is estimated that detouring would save more than $1,000,000 in construction costs, but this plan could only be used with Alternative 3.

Additional Features Common to Both Build Alternatives include:

1. Reconnection of the existing Center Street Bridge to Front Street southbound off-ramp.

2. Providing a Center Street Bridge to Front Street northbound off-ramp.

3. Providing a Front Street northbound to Marion Street Bridge on-ramp.

4. Constructing a two-way, 10-foot-wide pedestrian-bikeway adjacent to the 4 lanes on the new Center Street Bridge, and making the required connections.

5. Constructing one of two proposed options for a pedestrian-bicycle overcrossing of Front Street.

6. Adding a braid, or separation, of ORE 22 traffic (desiring to go north on Front Street), over the Wallace Road-Edgewater Street on-ramp traffic, as it approaches the Center Street Bridge.

Refer to Figure ___ for a graphic representation of these proposals.

Other Project Information

As indicated above, this project has two funding sources. First, a portion of Salem's I-305 transfer funds (federal interstate money previously allocated for freeway construction in Salem) is committed by the City to the

widening of Marion Street Bridge. Second, the 1978-1979 Surface Transportation Act commits discretionary funds under a "Special Bridge Replacement" category for the replacement of Center Street Bridge.

Combining the two projects has several advantages compared with separate treatment. Requirements of project development, environmental documentation, citizen input, agency coordination and permits can be done together. Combining the projects also permits other economies in engineering design, right-of-way acquisition, construction (such as the possibility of detouring mentioned earlier) and contract administration. For these reasons the Federal Highway Administration (FHWA), Oregon State Highway Division (OSHD), Mid-Willamette Valley Council of Governments (MWVCOG) and City of Salem agreed to combine the project development processes for the two projects.

Project Coordination and Public Involvement

In addition to the EIS and Public Hearing processes mentioned previously, the project has had a Citizens' Advisory Committee since March 1979. This committee informs the community of progress in project development, brings public concerns to the attention of the Division, and generally helps shape the project proposal.

After the A-95 review process (notice of intent to spend federal funds), early project development included meetings with the FHWA, MWVCOG, and City of Salem. Other meetings have been held with the Transportation Advisory Committee, the Heritage Conservation and Recreation Service, Regional Parks and Recreation Agency staff, Urban Redevelopment staff and members of city and county planning departments.

The project will require a revised navigational clearance bridge permit from the Coast Guard, as well as permits from the Corps of Engineers and the Division of State Lands. The latter will involve coordination and plan review by the Department of Fish and Wildlife.

Relationship to Other Projects in the Area

This project is closely tied to the Front Street Bypass project which is approved for construction. Proposed bridge ramp connections to the Front Street Bypass will enable much of the additional bridge traffic to be routed around the CBD. Furthermore, the option of using a construction detour on Alternative 3 can only be used with the bypass in place.

PRELIMINARY SCHEDULE

JULY				AUG				SEPT				OCT			
1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4

COORDINATION MEETINGS
- LOCAL GOV'T
- NEWS
- ETC

DEVELOP, PREPARE & PRINT BROCHURES

DISTRIBUTE BROCHURE

RUN SLIDE SHOW AND INFO PROGRAM

RELEASE DEIS, NEWS ADDS ETC

INFO SESSIONS

PUBLIC HEARING

WILLAMETTE R. (CENTER & MARION ST) BRIDGES
MARION & POLK COUNTIES

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILES

DATE: July 27, 1979

FROM: for Von Hemmert
William L. Cranford
Urban Studies Engineer

SUBJECT: Salem Bridges-Detour Alternatives

On July 11, 1979 Mel Makin, John Hanks, Marlowe Krohn, and Von Hemmert met to discuss detour alternatives for the construction of the Center Street Bridge. Being ill, I was not able to attend. However, after discussing the meeting with others, this memo represents my understanding of the alternatives to be studied.

The Salem Transportation Plan calls for two three-lane bridges. Newspaper publicity and other discussions convince me that we must be prepared to fully discuss three-lane bridges (convertible later to four-lane striping if needed). This is so even if later forecasts indicate the full need for four-lane bridges.

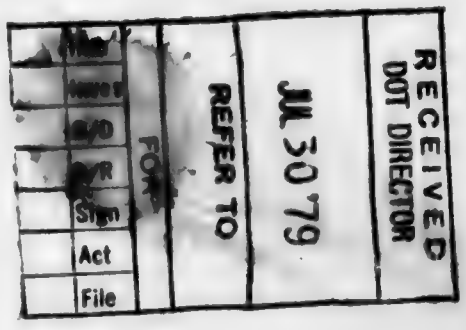
At the present time, traffic forecasts indicate that, with appropriate intersectional improvements, three-lane bridges (constructed with the "braid") would give Level of Service D or better well into the 1990's. Rumors are heard of higher forecasts of population in West Salem that would require four-lane bridges. These rumors may not be reliable; until they become a fact we have no choice but to proceed with the data we have.

Therefore, for the discussion and alternatives to follow, a 52-foot bridge is meant to be a full three-lane bridge, with shoulders wide enough to be striped to four 12-foot lanes (plus some "shy" distance) if necessary. Perhaps 52 feet is not correct, but the width that would accomplish the above purposes should be used.

Where a 56-foot bridge is mentioned it is meant to be a full four-lane Federal standard urban bridge. Again, if 56 feet is not correct, the proper width should be used.

Obviously, wider construction can solve capacity problems. However, the main purpose the Urban Studies Unit has in making these investigations is to see if the intersections previously forecasted to operate at peak hours at Level of Service E-F (with 52-foot bridges) can be made to operate at a better level of service without a wider bridge. As a detour is temporary, it seems reasonable to investigate concepts that could be unorthodox and perhaps unusable as a permanent feature.

Each alternate described in this memo will be accompanied by a sketch map. These maps may lack necessary details but are shown as a matter of concept. The Urban Studies Unit will work closely with the Design Section to resolve needed details.



81.125.1387

Detour Alternate 1

Two-way traffic on a 52-foot wide Marion Street Bridge with two lanes westbound. Two lanes eastbound are controlled by a signal at Commercial Street.

Detour Alternate 2

Two-way traffic on 52-foot wide Marion Street Bridge with three lanes westbound for the first 500 feet from Commercial Street then tapering to two lanes.

Two eastbound lanes as far as the Front Street Ramp then one lane to Commercial Street with a free flow right turn at Commercial St.

A barrier between Marion and Center on Commercial will prevent a mix of the traffic from the bridge and the southbound traffic from Commercial and Marion. A signal at Center and Commercial will provide separate phases for the traffic on each side of the barrier.

Detour Alternate 3

Two-way traffic on a 52-foot wide Marion Street Bridge with three lanes westbound for the first 500 feet from Commercial tapering to two lanes westbound.

Two eastbound lanes (temporary widening required) with two lanes east of the Front Street Ramp. The west-to-south turning traffic from Marion would be stopped while the traffic from the bridge was allowed to move. Other signal phasing will be investigated.

Detour Alternate 4

Two-way traffic on a 52-foot wide Marion Street Bridge with three westbound lanes for the first 500 feet from Commercial Street tapering to two lanes westbound. Two eastbound lanes as far as the Front Street Ramp with both lanes directed off the bridge on the ramp alignment. Investigations will be made to possibly allow two lanes to Front Street and two lanes to Commercial at Center Street. Variations on this concept will be considered. Temporary structures to grade at the existing Center Street Bridge approach should be considered.

Detour Alternate 5

Two-way traffic on a 52-foot Marion Street Bridge with three lanes westbound for the first 500 feet from Commercial and then tapering to two lanes westbound. The ramp to Front Street can be used as an off-ramp. A single eastbound lane proceeds to High Street where a forced right turn is required. The possibility of allowing or preventing a left turn at Liberty will be analyzed.

Detour Alternate 6

Same as Alternate 2, but with a 56-foot wide Marion Street Bridge. This would permit three westbound lanes to the Wallace Road exit.

Detour Alternate 7

Same as Alternate 3, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

Detour Alternate 8

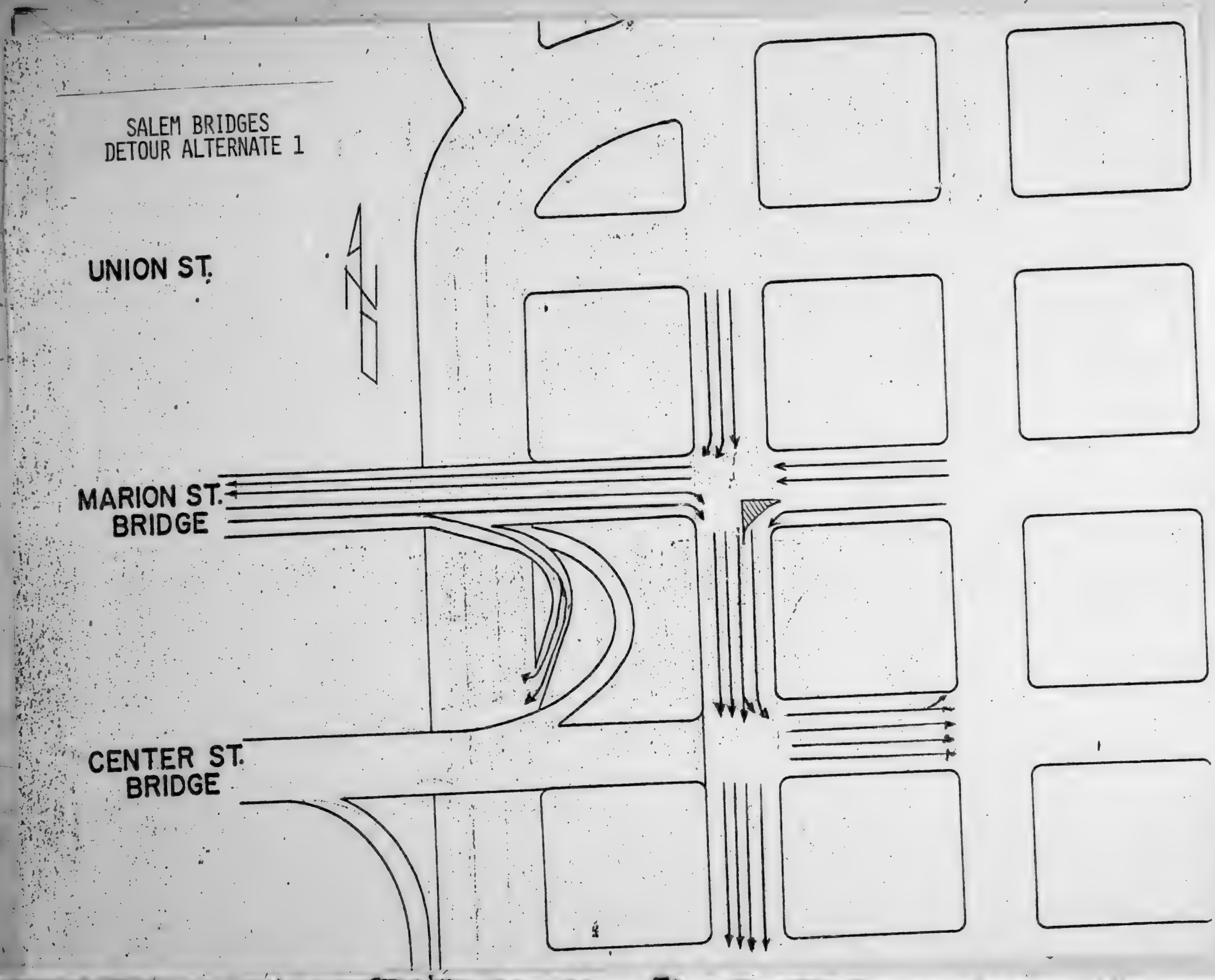
Same as Alternate 4, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

Detour Alternate 9

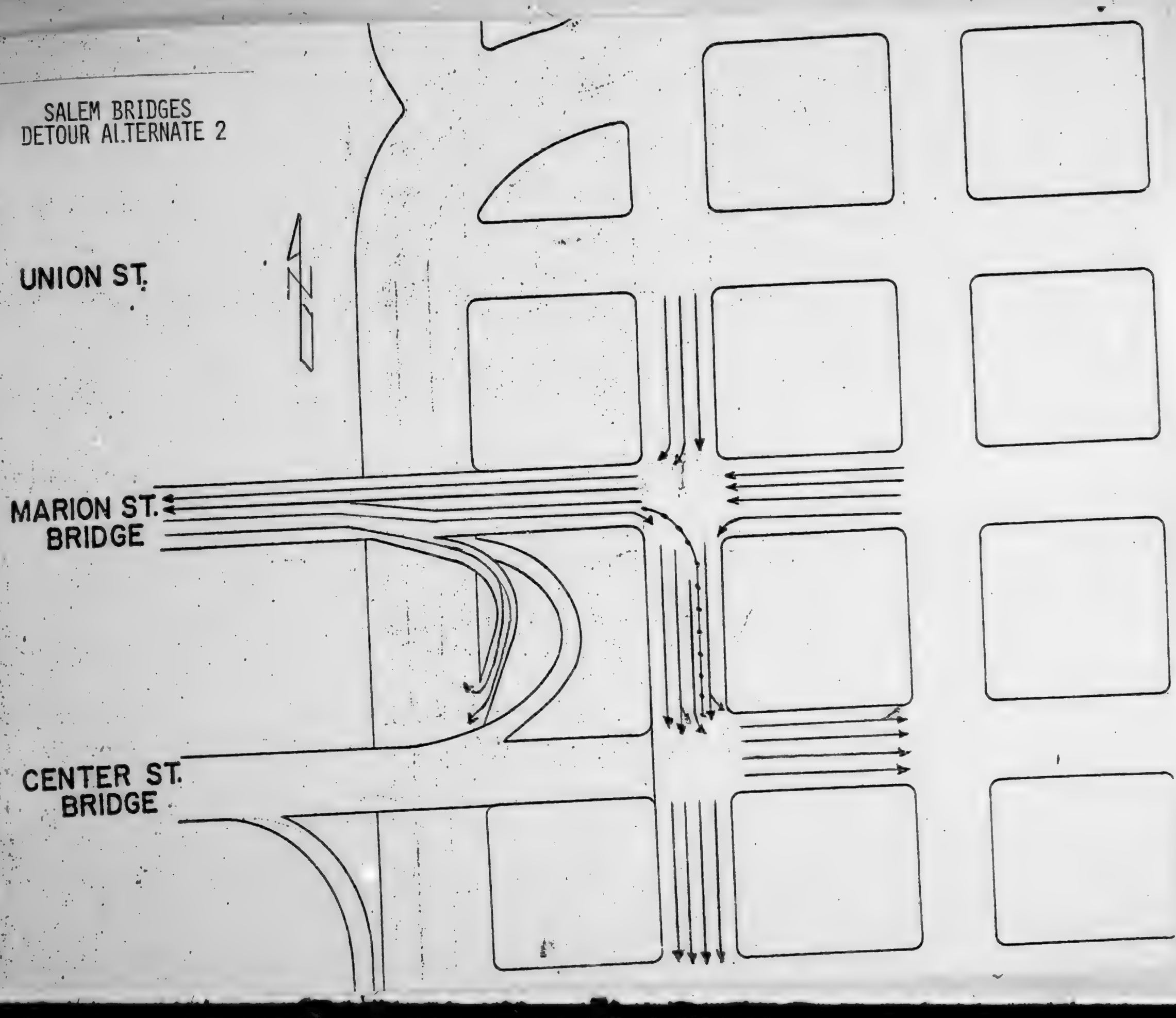
Same as Alternate 5, but with a 56-foot wide Marion Bridge. This would permit three westbound lanes to the Wallace Road exit. Also, two eastbound lanes are possible from the bridge to the Commercial Street Intersection. One lane could go straight through and the other turn right, possibly a free flow right turn.

WLC:dmc
cc: F. B. Klaboe
H. S. Coulter
D. H. Moehring
E. S. Hunter
C. O. Fredrickson
L. E. George
Adrian Olson

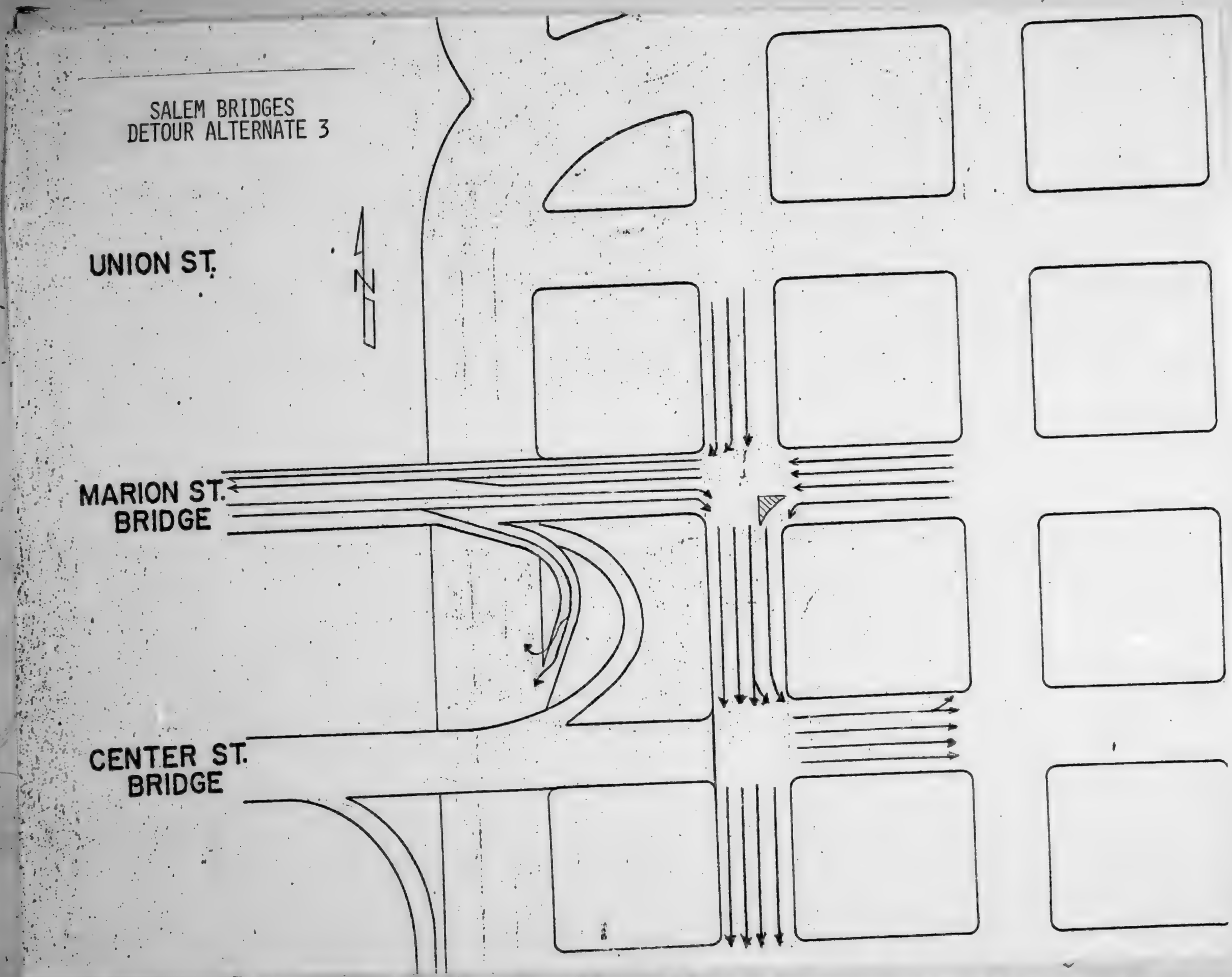
SALEM BRIDGES
DETOUR ALTERNATE 1



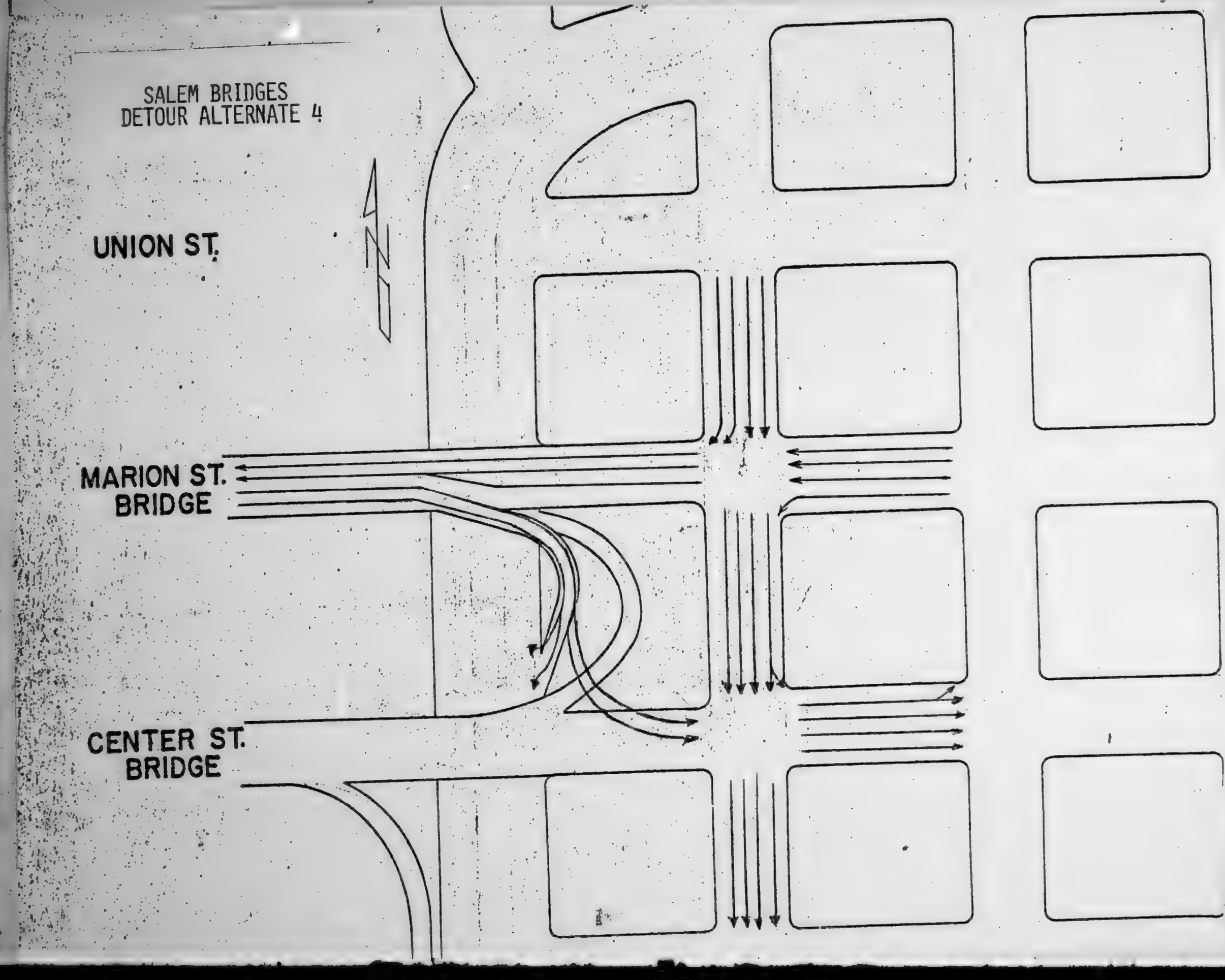
SALEM BRIDGES
DETOUR ALTERNATE 2



SALEM BRIDGES
DETOUR ALTERNATE 3



SALEM BRIDGES
DETOUR ALTERNATE 4



SALEM BRIDGES
DETOUR ALTERNATE 5

UNION ST.

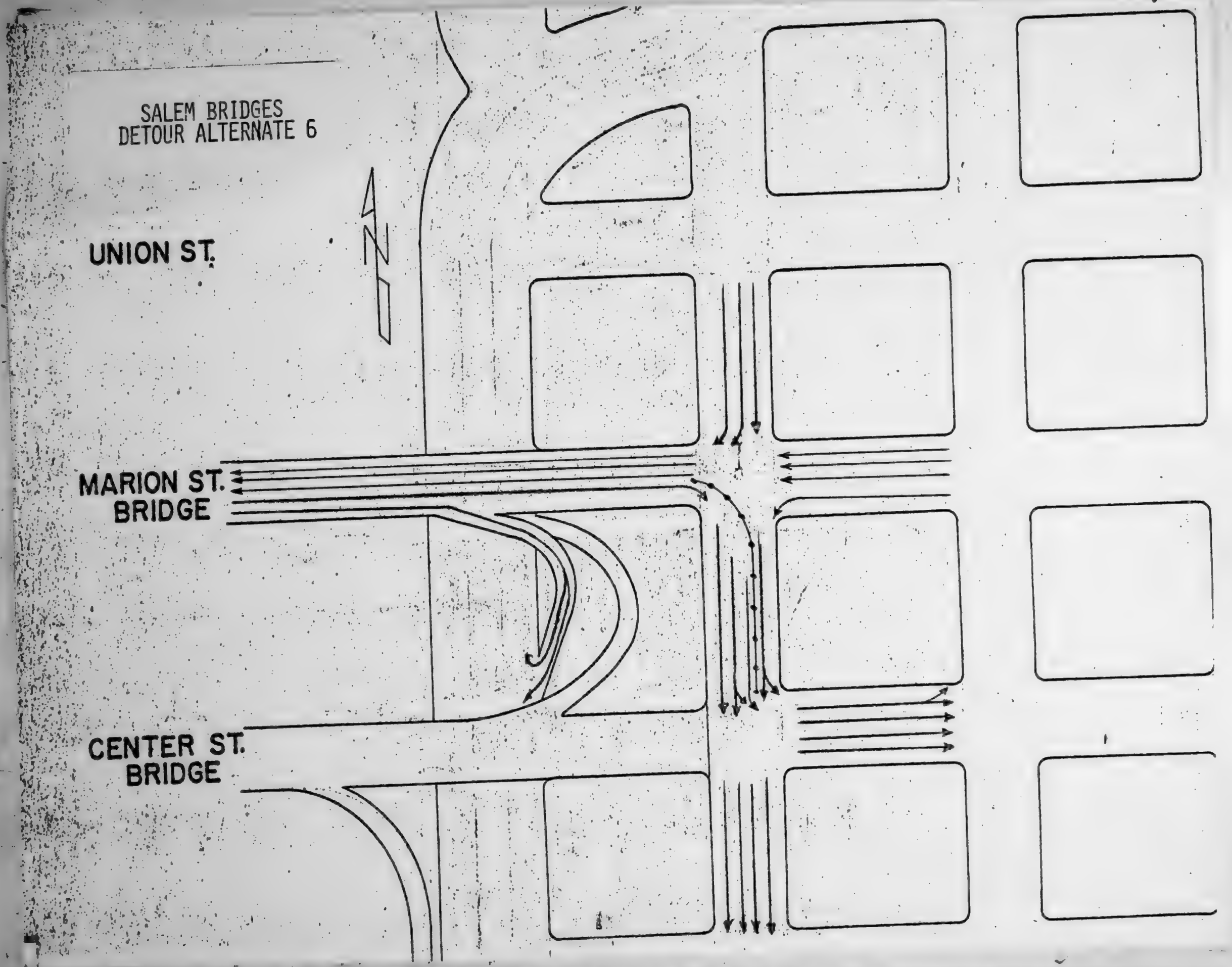
MARION ST.
BRIDGE

CENTER ST.
BRIDGE

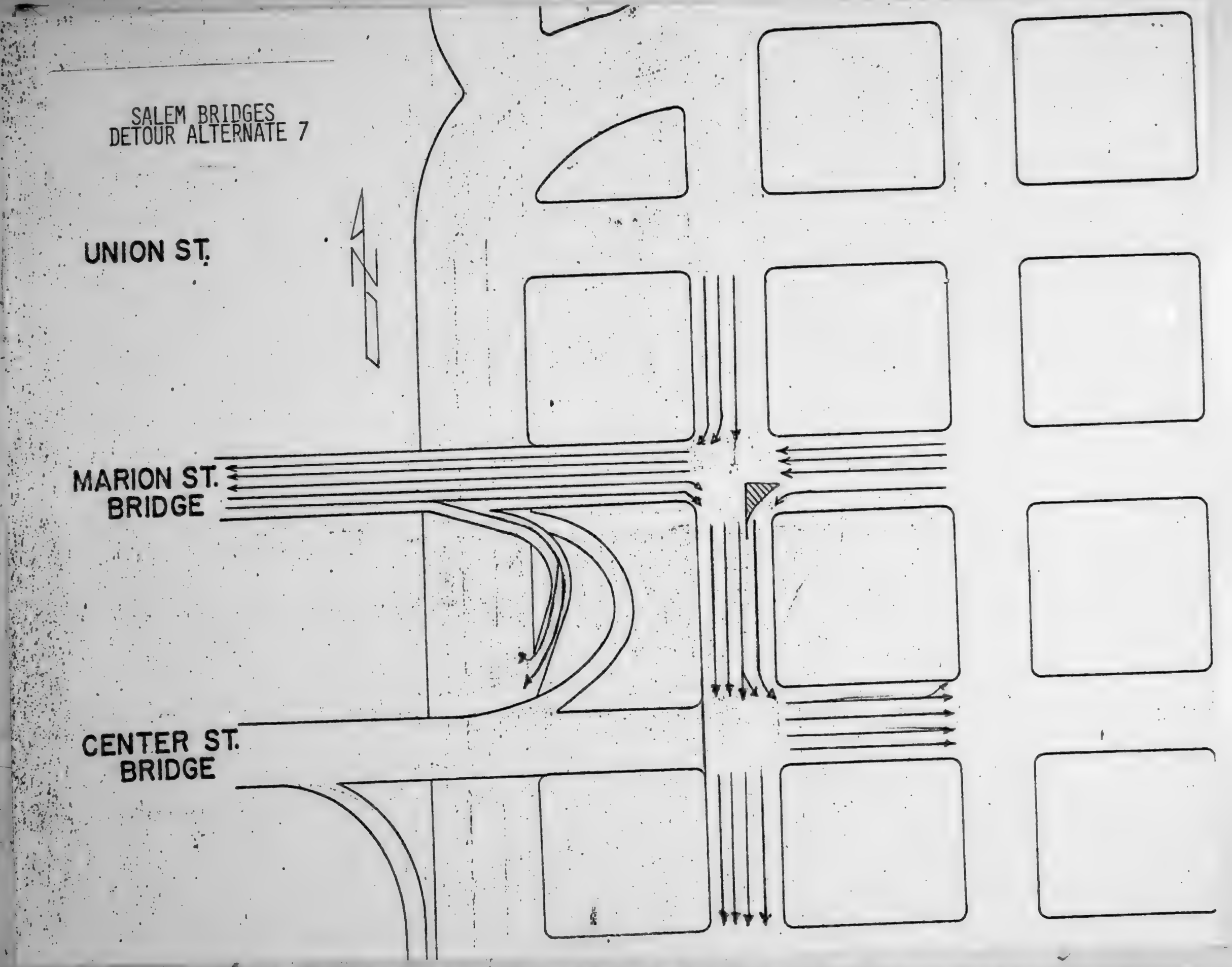
NOTE:

This alternate added
by Mr. Klaboe's request

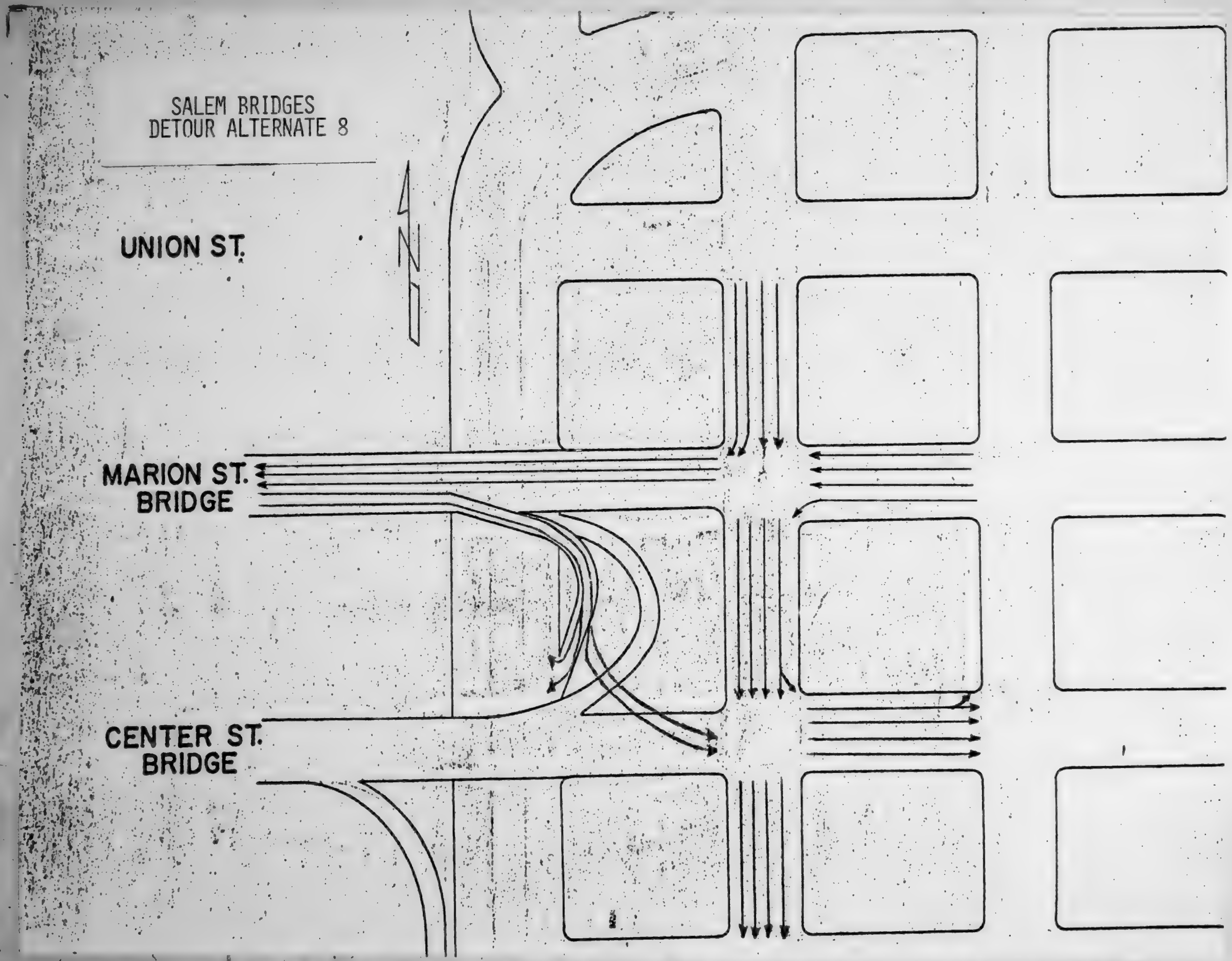
SALEM BRIDGES
DETOUR ALTERNATE 6



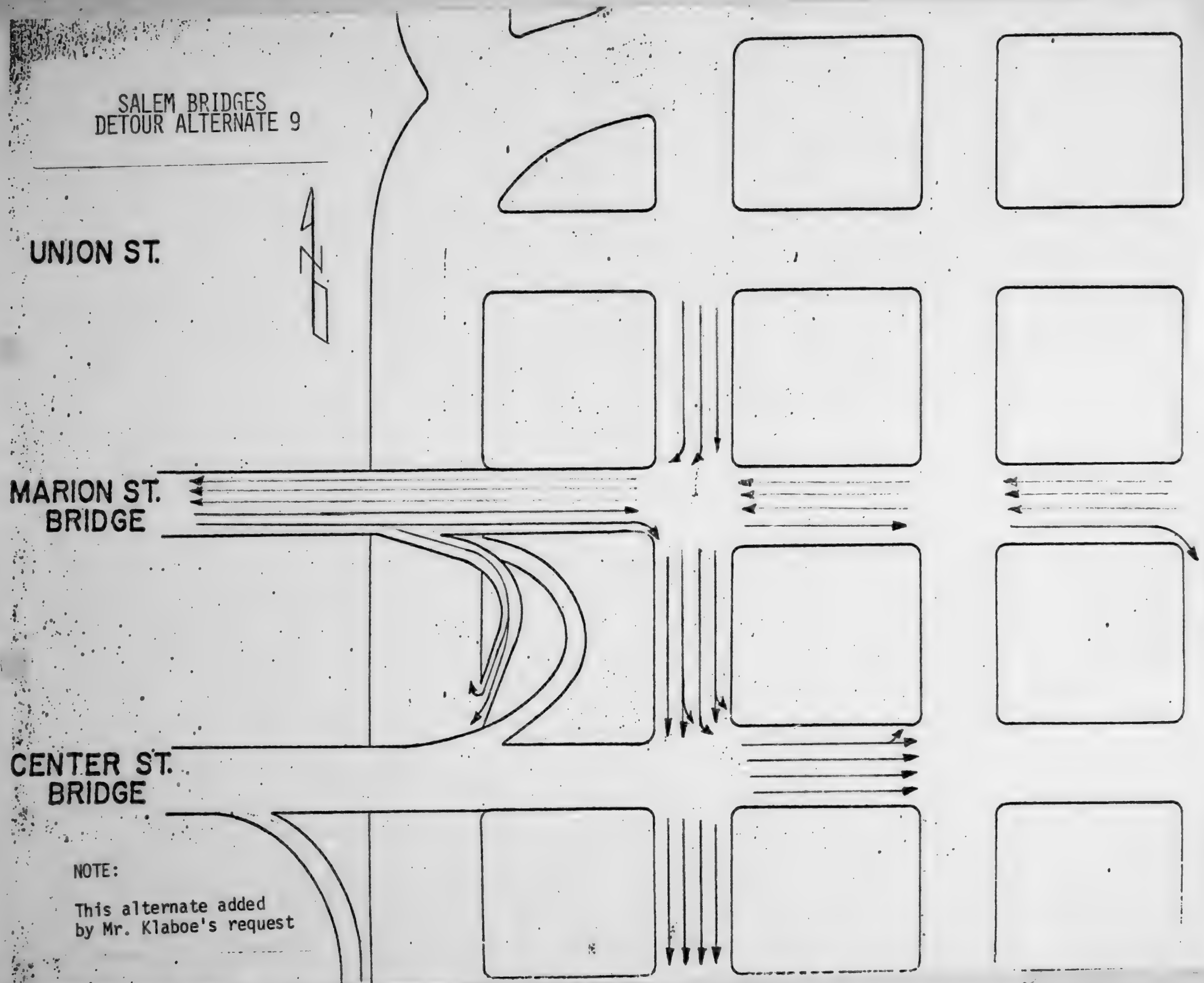
SALEM BRIDGES
DETOUR ALTERNATE 7



SALEM BRIDGES
DETOUR ALTERNATE 8



SALEM BRIDGES
DETOUR ALTERNATE 9



NOTE:

This alternate added
by Mr. Klaboe's request

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
JUN 1'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

May 30, 1979

In Reply Refer to File No.

Mr. Maurice Lundy
Regional Director
Heritage Conservation and Recreation Service
915 Second Avenue, Room 990
Seattle, WA 98174

SUBJECT: Willamette River (Marion and Center St.) Bridges
Willamina-Salem Hwy.
City of Salem, Oregon
Marion County
Draft Environmental Impact Statement

Dear Mr. Lundy:

The Oregon State Highway Division is preparing an environmental impact statement for the replacement of the Center Street Bridge and widening of the Marion Street Bridge, which cross the Willamette River in Salem, Oregon. The two bridges are eastbound and westbound members of a crossing couplet.

The projects would require about 0.5 acres of property from Wallace Marine Park, a 68-acre regional facility. A small portion of this park was developed with Land and Water Conservation Fund Act funds, so Section 4(f) of the 1966 Department of Transportation Act and Section 6(f) of the 1964 Land and Water Conservation Fund Act may apply. Several other parks and one historic property would also be affected by the project, but not to a significant degree.

In order to initiate project coordination with your Agency, I would like to conduct a field review; this review is tentatively set for the morning of Wednesday, June 13. Also in attendance will be representatives from the Federal Highway Administration and the Salem Regional Parks and Recreation Agency. Please call Mr. Eb Engelmann of my office (503-378-8486) to confirm arrangements. If the planned meeting date is not possible, please let Mr. Engelmann know so another date can be set.

For your review I have enclosed copies of the project location map and a matrix which summarizes preliminary findings regarding impacts to the

AN EQUAL OPPORTUNITY EMPLOYER

properties in question. If I can be of any further help, please feel free to call me. My telephone number is 503-378-8486.

Very truly yours,

L SIGNED BY
POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

GAP:brl

SUMMARY MATRIX OF IMPACTS ON THE PROJECT AREA PUBLIC PARKS
Willamette River (Center and Marion St.) Bridge Project

Park / Topic	No-Build Alternative — Alternative 1	Build Alternatives — Alternative 2	Build Alternatives — Alternative 3
MARION SQUARE PARK			
Noise and traffic	In conjunction with Front Street Bypass project, traffic volumes would increase on west and south sides of park and would increase noise penetration. (A)	Build alternatives would increase traffic volumes and noise above No-Build levels. (A)	Same as Alternative 2. (A)
b. Construction	No construction would occur. (B)	Construction of bridges and Front Street Bypass would temporarily degrade park atmosphere. Bikeway/pedestrian access across river on Marion Street Bridges may be interruped during construction. (A)	Detouring of all bridge traffic from two bridges to Marion Street Bridge would increase impacts on park during construction period. (A)
c. Access	Convenient access to the park would be reduced as increased traffic volumes surround park. (A)	This alternative would contain no bikeway/sidewalk on Marion Street Bridge, resulting in less convenient access to park. (A)	Existing sidewalk/bikeway on Marion Street Bridge would be retained, thus allowing good pedestrian/bicycle access. (B)
d. Development	Traffic congestion and inconvenient access would not encourage future development in park. (A)	Park would become part of Riverfront Park development and improved traffic circulation pattern would revitalize park. (B)	Same as Alternative 2. (B)
RIVERFRONT PARK (A proposed Public Park/Open Space Area along Willamette Riverfront)	Not compatible with park development. (A) Provides no pedestrian/bicyclist overcrossing of Front Street. (A)	Compatible with creation of park. (B) Improves access across Front Street between park and downtown area by the construction of pedestrian overcrossing and a 10-foot wide bikeway/sidewalk on Center Street Bridge. (B)	Same as Alternative 2. (B) Same as Alternative 2. (B)

NOTE: (A) = Adverse Impact
(B) = Beneficial Impact

Continued

Park / Topic	No-Build Alternative Alternative 1	Build Alternatives Alternative 2	Alternative 3
WALLACE MARINE PARK			
a. Right-of-Way	No right-of-way required. (B)	0.38-acre of new right-of-way required from park. Contiguous with Center Street Bridge corridor. (A) Replacement property would be purchased. (B)	0.60-acre of right-of-way required from park, contiguous with Center Street and Marion Street Bridges corridors. (A) Replacement property would be purchased. (B)
		Section 4(f) and Section 6(f) involvements. (A)	Same as Alternative 2. (A)
		Wider structures would require more air space and more bridge piers in park area. (A)	Wider Marion Street Bridge than with Alternative 2. (A)
b. Construction Period		Temporary construction easements on park property would be required during 2-3 year construction period. (A)	Same as Alternative 2. (A)
		Staging area for bridge construction would be between the bridges. Park area south of the Marion Street Bridge would be fenced and closed to park during the construction period. (A)	Same as Alternative 2. (A)
		Replacement of Marion Street Bridge handrail may cause short-term closure of Musgrave Lane, the only access road to the Park. (A) Closure would occur during off-peak hours of park use.	Closure of Musgrave Lane at any time would not be required. (B)
		Construction and staging of project would cause removal of ground cover and shrubs. Turbidity in river during pier construction may reduce water-based recreational activities in park. (A)	Same as Alternative 2. (A)
		Major construction of bridges would occur in summer months, the same period of highest use of park. (A)	Same as Alternative 2. (A)
		Temporary and intermittent noise and pollution during construction period. (A)	Same as Alternative 2. (A)

Continued

Park / Topic	No-Build Alternative Alternative 1	Build Alternatives Alternative 2	Alternative 3
c. Post Construction/ Operations	Increased noise intrusion into park. (A)	Higher noise levels in park than the No-Build. (A)	Same as Alternative 2. (A)
	Congestion on bridges and more traffic on Wallace Road would reduce access to Park. (A)	Improved regional and local access to park. (B)	Same as Alternative 2. (B)
		Heavier traffic volumes on Wallace Road would require right turn only from access. (B) New access road may need to be created by City of Salem. (B)	Same as Alternative 2, except this alternative would provide for a larger service period for right turns out of park. (A)
		The new bridges would present new, cleaner asthetic designs in park. (B)	Same as Alternative 2. (B)
		Highway right-of-way under and between bridges would function as de facto park use, as is the present situation. (B)	Same as Alternative 2. (B)
		Opportunity for joint development in bridges area of park. (B)	Same as Alternative 2. (B)
		Increased visitation to park because of population increases in West Salem. (B)	Same as Alternative 2. (B)
		Compatible with expansion and more development in park. (B)	Same as Alternative 2. (B)
EDGEWATER PARKWAY	Increase traffic noise. (A)	Increased traffic noise due to higher traffic volumes on adjacent roads. (A)	Same as Alternative 2. (A)
		Wide bikeway on Center Street Bridge and ramp would provide better connection with bikeway in park. (B)	Same as Alternative 2. (B)

Wallace Marine Park
Marion Square Park
Center St Marion Street Bridge
Edgewater Parkway
WALLACE HILL
GRICE HILL
CHAPMAN
FAS 104
FAS 116
FAP 47
FAP 31
FAI 5
FAPAC
RIVER
BOTTOM

9291

May 16, 1979

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6261

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Marion Street and Center Street Bridges in the City of Salem.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Gerald Wimer (agreement attached)

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L.7

STATE OF OREGON

INTEROFFICE MEMO

DEPT. _____ TELEPHONE _____

TO: C. O. Fredrickson
Region 2 Engineer

Attention Eddie Welsh
Region Environmentalist

DATE: May 8, 1979

FROM: Bill
W. L. Cranford
Urban Studies Supervisor

SUBJECT: Willamette River (Center and Marion Street) Bridges
Willamina-Salem Highway, Marion and Polk Counties

You requested that we furnish sketch maps for Alternatives 2 and 3 similar to maps used for hearings. Two hundred copies of each are enclosed.

At this scale, it is not practical to show lanes and all pavement markings. Whether partially showing such information would be better than showing none, is debatable. I would appreciate hearing the feelings of the Project Citizen Advisory Committee on this matter if comments are spontaneously made.

We will preserve the original art work and can make changes if desired.

Attachments

cc: L. W. Rulien
E. S. Hunter
Adrian Olson
Gary Potter

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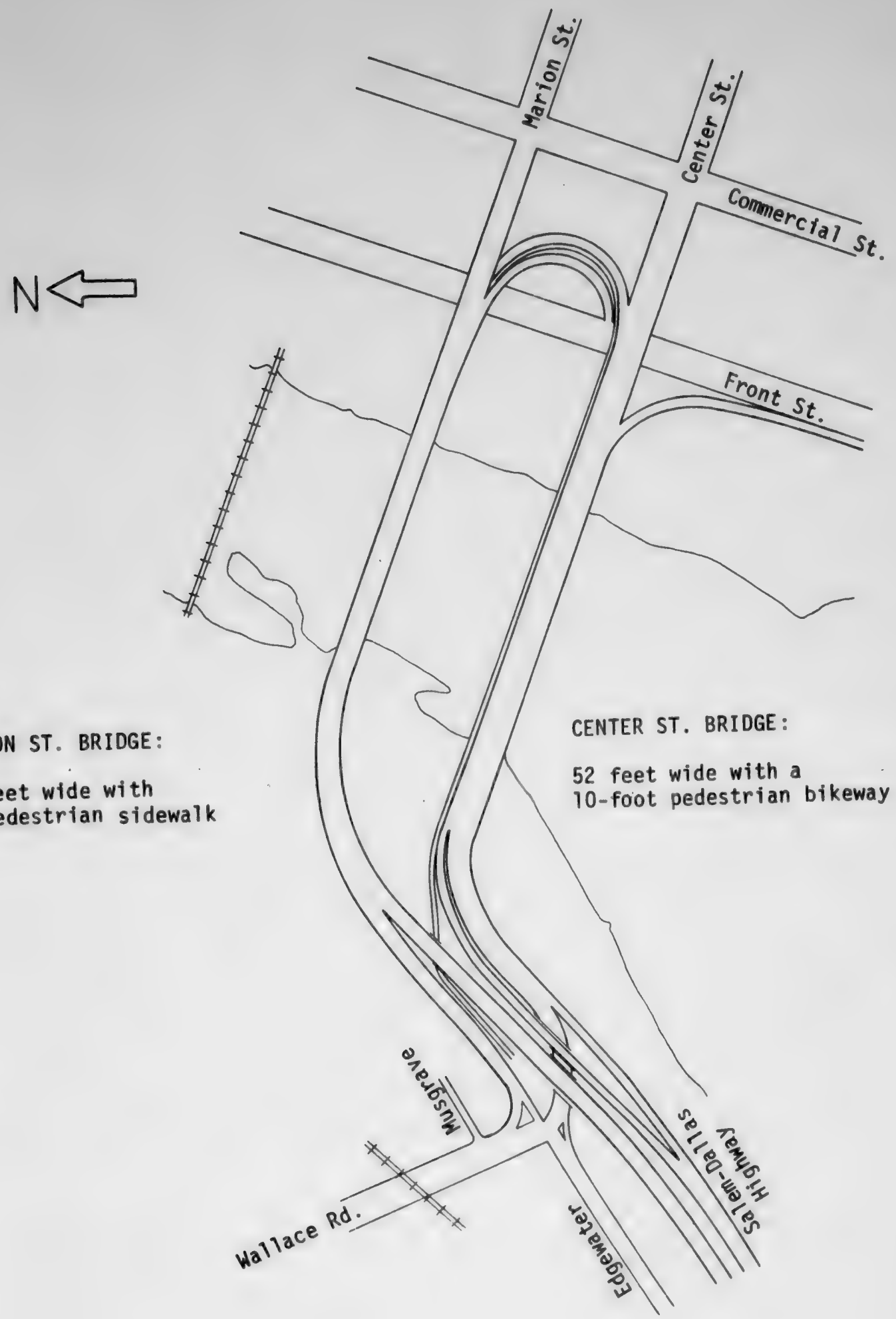
81-125-1387

WILLAMETTE RIVER (MARION AND CENTER STREET) BRIDGES
ALTERNATIVE TWO



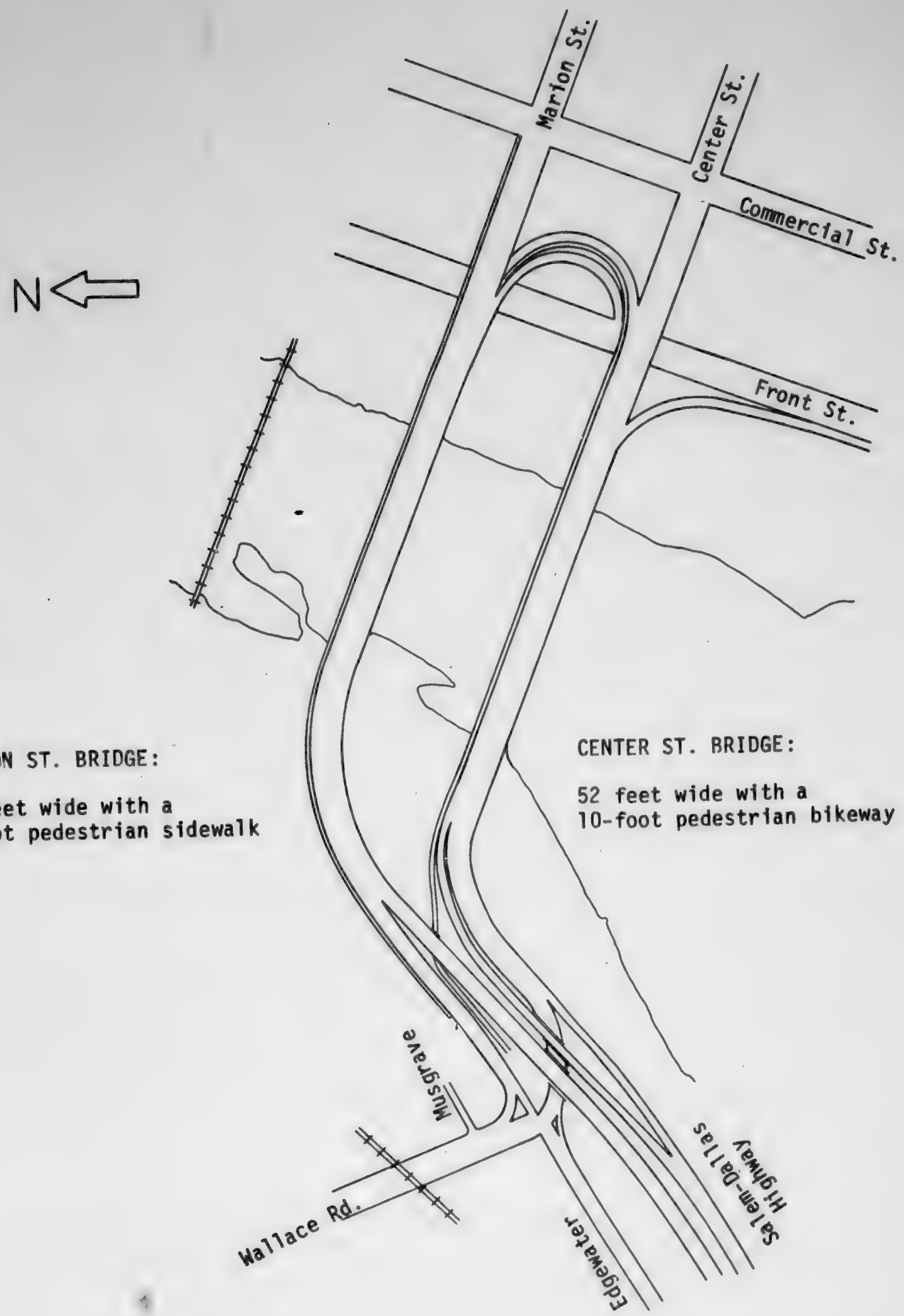
MARION ST. BRIDGE:

38 feet wide with
no pedestrian sidewalk

CENTER ST. BRIDGE:

52 feet wide with a
10-foot pedestrian bikeway

WILLAME[illegible] RIVER (MARION AND CENTER STREE[illegible] BRIDGES
ALTERNATIVE THREE



MARION ST. BRIDGE:

52 feet wide with a
4-foot pedestrian sidewalk

CENTER ST. BRIDGE:

52 feet wide with a
10-foot pedestrian bikeway

9291

Salem

HIGHWAY DIVISION 378-6558

April 27, 1979

Gary Potter
Environmental Engineer

aodlson
A. D. Olson
Preliminary Design Engineer

Front Street pedestrian overcrossing
Marion and Center Street bridges
Marion County

The following information is furnished per Mr. Versteeg's letter to you on April 19:

No right-of-way costs are anticipated on Plan 5 or 6 of our previous submittal as either one would be located on public property.

In the City of Salem's "Development Plan for Greenway" a parking lot is indicated in the area on the westside of Front Street. It would seem that the major impact of either plan would be on the design and capacity of this lot.

If you need more information please contact me.

ADO:cj
Attachment

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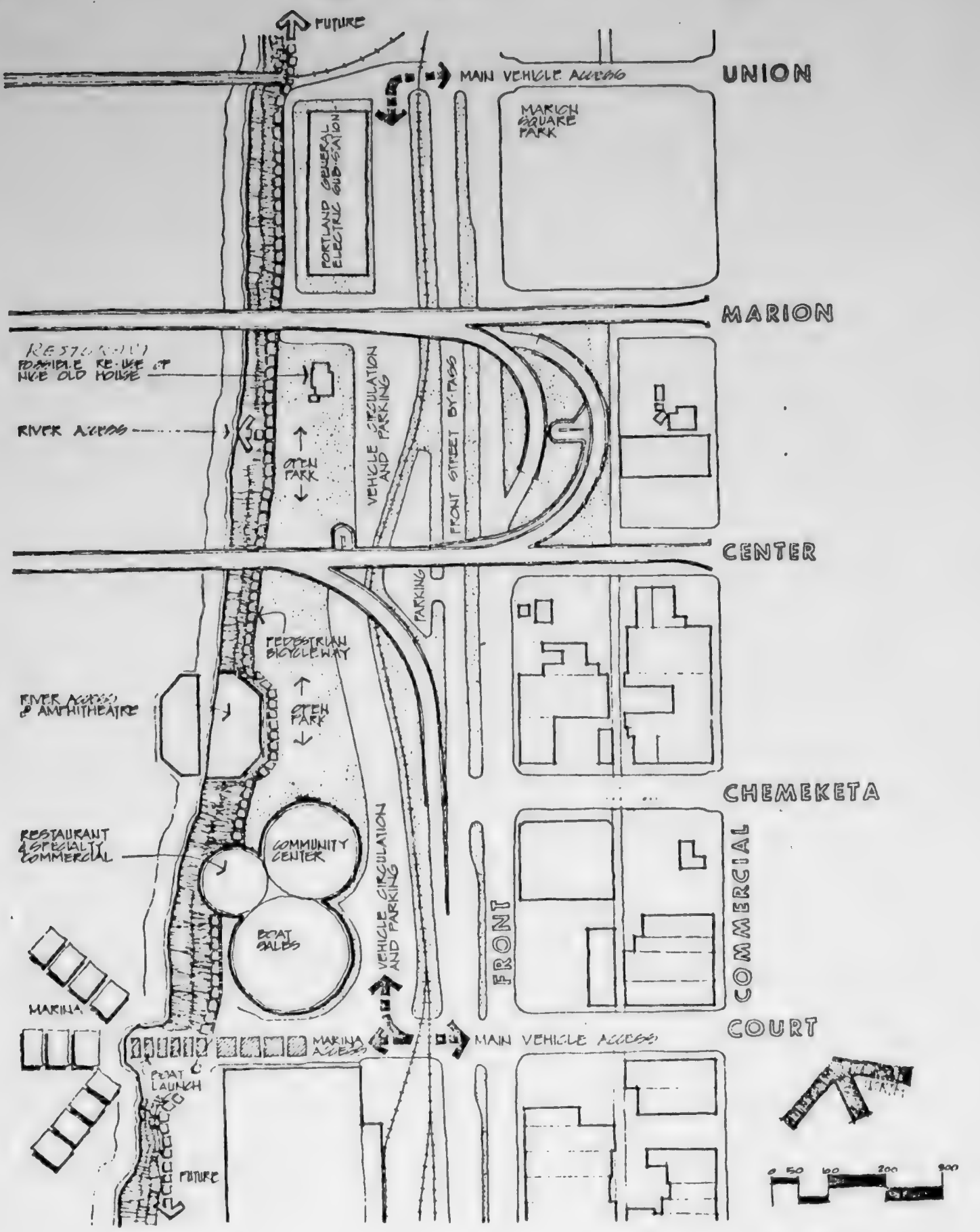

front street bypass

FIGURE 12

Development Plan for Greenway

Source: Riverfront-Downtown Urban Renewal Plan, Urban Renewal Agency, City of Salem, Oregon, May 1975; Adopted Oct. 1976, July 1977

Salem City

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Salem, Oregon
April 19, 1979

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Gary Potter
Environmental Engineer

CITY OF SALEM
Proposed Interstate Transfer Project

Marion Street and Center Street
Bridges
Structures and Illumination
$4,670,000

The following is a direct quote from the City of Salem's proposal:

> "This project entails all the work and costs to widen the Marion Street Bridge to provide three travel lanes, construct ramps to the Marion and Center Street Bridges from Front Street, and construct a pedestrian overcrossing of Front Street."

Plans 5 and 6 for the Front Street pedestrian overcrossing previously transmitted to you by A. D. Olson seem to be reasonable design proposals. Preliminary cost estimates are in the $300,000-$350,000 range. The Right of Way cost estimates and impacts have not been identified. We will obtain Right of Way estimates for these alternates for your information.

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HIGHWAY DIVISION 378-6558

Gary A. Potter, Manager
Environmental Section

A. D. Olson
Preliminary Design Engineer

Front St. Ped. O'xing
Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion & Polk Counties

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APR 18 1979

Referred to Manager
Proj. Coord. Res. Coord.
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Received by mail

Attached are a variety of design alternates with current estimates on the subject project for your information. The estimates range from a minimum of $202,000 for a six-foot wide structure (Alt. # 4 & 6) to $340,000 for a ten-foot wide structure (Alt. # 3 & 5). Right of way costs are not included. Each design is influenced by controls such as the proposed relocation of the railroad, the existing Center to Front Street Ramp, required clearances over Front Street and a maximum 8.3% grade standard for pedestrians.

Alternates 1 through 6 have nothing to do with the Marion-Center Bridge project. Alternates 7, 8 and 9 would also allow for cross river traffic. These are all in the category of "designs born out of desperation", but might fit into someone's planning. The right of way problems that go with some of these would be terrible.

ADO:cj
cc: C. O. Fredrickson

orig. ~~estimate~~ Design
6' wide Spiral on 8½% - $120,900

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HIGHWAY DIVISION 378-6558

Gary Potter
MManager, Environment Section

April 11, 1979

A. D. Olson
Preliminary Design Engineer

Section 4(f) Information Needs:
Willamette River (Center & Marion Street) Bridges
Willamina-Salem Highway
Marion & Polk Counties

The following data is in response to your four questions of March 29, and should be used in development of the DEIS and 4(f) statement. As you know, everything has a trade off and a price. If we are unnecessarily restrictive of either the contractor, the park user, or the ability to maintain the structure in the future, we will pay the price in one way or another. The following have been developed with parkland as a major concern without really knowing whether such concern is appropriate.

1) The right of way limit of 15 feet outside the structure will be used. This will assure that nothing of a permanent nature will be built down at ground level that would preclude maintenance work from below the structure. There would be no other restriction to land use under the bridge and there would be no obstructions indicating the R/W limits.

2) A minimum temporary easement of 50 feet out from the structure will be needed in order to construct the new bridges. This would be both sides of Center Street and on the upstream side of Marion. In the interest of safety it would be appropriate to restrict the public from the construction area as much as we can. An indication of the usage of the area between the structures and upstream from the Center Street Bridge and ramp would be appropriate, if possible, to determine what costs and treatments might be appropriate to either keep the public out or to get them safely through the construction areas.

3) We can limit the contractor's use of the area as much or as little as deemed appropriate and this goes back to the previous statements. The more flexibility that can be provided the better, from a cost and time standpoint. It would appear that the public use and safety issue would need to be established and work from that end rather than trying to establish the minimum area needed by the contractor. Safety is the important item, whether the contractor is allowed to use the area or not.

To: Potter
From: Olson
April 11, 1979
Re: Marion & Center St. Bridges

4) Contrary to the appearance on the aerial pictures, the Marion Street Bridge does not overhang Musgrave Lane. No major work is anticipated on that side of the structure that would require occupying any part of the street with equipment. Temporary elimination of parking and some barricades would be appropriate while replacing bandrail under Alternate 2, but no detour should be necessary.

As indicated in item 2, we would be very interested in the kind and amount of usage that the public makes of this area and how important the continued use during the construction period is felt to be.

ADO:cj

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

March 29, 1979

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: J. H. Versteeg
Engineering

SUBJECT: Section 4(f) Information Needs
Willamette River (Center & Marion Street) Bridges
Willamina-Salem Highway
Marion & Polk Counties

My staff has now met with local parks personnel several times in order to lay the groundwork for Section 4(f) and 6(f) requirements on the subject project. They have reached a point where answers are needed to several questions before they can proceed further. This information will also be needed for the DEIS.

I would appreciate answers to some of the ranges of options your section has provided for us previously. As you know, minimizing impact upon parkland will be an important consideration in our eventual Section 4(f) Statement. Our questions are as follows:

1. "In special cases, the right-of-way limits for a structure may be located at the outside edge of the facility; however, the desirable distance is 25 feet outside the edge of a structure."

   This appears to be a special case. Where will the right-of-way limits be set?

2. "A temporary easement 50 feet in width on each side of a proposed structure is desirable for construction of the facility plus an access road to and from the site."

   How wide an easement will be sought around the bridges? Can some of the immediate shoreline (the emergent gravel bars) be kept accessible to the public? Will access to the area under the bridges be the same as is now provided off Musgrave Lane?

3. "A contractor obtains his own storage area which may or may not be located at the project site."

   Can we limit potential contractor storage sites in the park (City of Salem parkland and OSHD leased parkland) to cleared land in the leased parcel between the bridges? This would include all the land under the bridges as well.

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As one thinks about contractor requirements for project staging and material storage (equipment parking, employee parking, temporary office space, storage of new material, storage of old material, etc.) need for a large area becomes apparent. The peak of construction activity would also coincide with periods of maximum park use. Thus we would like to pin down the maximum allowable area of parkland available for contractor activities. Additional needs would have to be satisfied elsewhere.

4. Under Alternative 2, what would be done with construction on the north side of the Marion Street Bridge where it already hangs over Musgrave Lane? Would we propose a detour, more northerly, to remove and safeguard the public?

Thank you for your direction on these matters.

GAP:brl

cc: C. O. Fredrickson

9291

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STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: April 3, 1979

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Center and Marion St. Bridges
Willamina-Salem Highway
Marion and Polk Counties
Bridges 123H and 7253B

2 weeks ado

In order to make an accurate preliminary study of the subject bridges, we need a 1" = 50' scale map showing the alignment and grades for the preferred alternate. This should include the west approach with the braided ramps and the east approach with its ramps. Also required is the grade and alignment for the detour at the west side, assuming eastbound traffic is detoured to Marion Street during construction of the Center Street Bridge. This can probably be put on existing base maps. We would like this as soon as possible.

Additional information that will be required before final design is done is a complete vicinity map including:

1. Cross sections of existing ground, both approaches and river.

2. Location of existing and proposed utilities on and off the bridges.

3. Location of the new alignment for the railroad.

JMT:dh

cc C. O. Fredrickson

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STATE OF OREGON

INTEROFFICE MEMO

DEPT _____ TELEPHONE _____

TO: C. O. Fredrickson
Region 2 Engineer

DATE: April 3, 1979

NOTED
E. S. HUNTER

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ENVIRONMENTAL SECTION
APR 4 1979

FROM: W. L. Cranford
Urban Studies Supervisor

SUBJECT: Willamette River (Center and Marion Street) Bridges
Willamina-Salem Highway
Marion and Polk Counties

Referred to Manager
Proj. Coord. cy Res. Coord. c
Eng. Coord. cy Adm. Asst.
Sec. File

On March 28, 1979 the Coordinating Committee (policy committee) of the Salem Area Transportation Study discussed the alternatives that should be studied for the subject project. A copy of the M-WVCOG memo is attached.

Eb cy
E.S. Hunter c

After discussion, there were some modifications to the alternatives. The concensus was that the following alternatives should be considered to the degree necessary in the EIS.

suggested numbering for alternatives

5 1. A wide two-way single bridge (8 lanes or more).

4 2. Two way travel on both Marion and Center Bridges (four lanes on Center and 3 lanes on Marion).

2 3. A 38 feet (three lanes; no pedestrians or bikes) one way Marion Bridge. Also, a 52 feet (three lane standard; four lanes optional) Center Street Bridge.

3 4. Two 52 feet (three lane standard; four lanes optional) one way bridges.

1 5. No build.

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The Committe was informed that Alternatives 1 and 2 were impractical due to traffic problems caused by two-way traffic at the intersections at the ends of the bridges. The Committee probably will not expect an exhaustive investigation of these alternatives.

Alternate 3 remains, at least somewhat, viable in the minds of the Committee. They understand that a 38 feet, three lane Marion Bridge would be inadequate for the currently forecasted 90,000 daily river crossings. However, they speculate that the forecast may be too high; that energy shortages, public transit, carpooling, etc., may reduce demand to make a 38 feet Marion Bridge acceptable.

The Committe was informed of the need for a four lane Marion Bridge to be used as a detour. There was little response to this issue. I

81-123-1387

believe that the Committee did not have enough information on this matter. As soon as more cost and financial information are avialable there may be additional reaction to this alternative.

At the close of the discussion, I asked the Committee if they had additional alternatives to suggest; there were none. There is no way to prevent another alternative from becoming necessary in the future. However, all parties at this time seem to be as close to agreement on alternatives as is probably possible.

WLC:dpy
Attachment
cc: Richard Knowles
Larry W. Rulien
Dave H. Moehring
Gary L. Potter

M E M O R A N D U M

TO: SATS Coordinating Committee

FROM: Byron Meadows BDM
Senior Transportation Planner

SUBJECT: Marion Street and Center Street Bridges Status Report

DATE: March 28, 1979

Background

The City of Salem and Marion County have submitted a Project Request for Federal Aid Interstate Transfer funds ($3.146 million) to widen Marion Street Bridge and construct two bridge ramps.

Recent Federal Legislation (the 1979 Surface Tansportation Act) has made Special Bridge Replacement funds available for construction of a new Center Street Bridge (approximately $25 million).

Both these projects have received FHWA approval and work has begun on the EIS and Preliminary Engineering. Because of the two bridges' function as a couplet, the EIS and Preliminary Engineering have been combined and are the responsibility of ODOT.

In generating alternatives to be studied in the EIS, it became apparent that three lane bridges would not carry the projected trips. The Year 2000 Transportation Plan analysis of the bridges showed a demand for 75,000 river crossings per day (both directions) in the Year 2000. The 75,000 Average Daily Trips (ADT) was based on population projections completed in 1976.

In developing the Comprehensive Plan new population forecasts were made in January 1978. The latest population projections had the advantage of hindsight on the housing boom that began in 1975. The Comprehensive Plan population projections for the Year 2000 would produce approximately 90,000 ADT on the two bridges. Three lane bridges would not be able to accommodate this traffic volume. Four lane bridges would be required in both directions.

Recent Federal law requires that all planning be based on the same basic data. The adopted Comprehensive Plan and its forecasts will be the control. The Transportation Plan will have to be updated to be compatible with the Comprehensive Plan.

Alternatives

The following bridge alternatives have been identified for the Center-Marion corridor; there may be other alternatives, but these are the ones generally discussed.

1. A wide (eight lanes or more) two-way single bridge.

2. Two-way travel on both Marion and Center Bridges (four lanes on Center, three on Marion).

3. A 38 foot (three lanes; no pedestrians or bikes) one-way Marion Bridge and a 52 foot (four lanes) Center Bridge.

4. Two 52 foot (four lane) one-way bridges.

5. No build.

There are traffic operation problems with all but Alternative 4. However, there is a funding problem with Alternative 4 -- a four-lane Marion Bridge costs about double the cost of a three lane bridge. Compared to the original allocations of I-305 Transfer and matching funds, it is possible that a shortfall of more than three million dollars could occur. Adequate funding for the Center Street Bridge seems assured. ODOT and FHWA are presently working on ways to reduce the shortfall for Marion Street Bridge.

ODOT has begun the EIS and is pursuing a very abmitious deadline of Fall 1979 to have a Draft available. The Project Citizens Advisory Committee (PCAC) has been selected and had its first meeting on March 20, 1979.

BM/cah

9271

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

FROM: Walter J. Hart
Bridge Engineer

DATE: April 3, 1979

SUBJECT:
Center and Marion St. Bridges
Willamina-Salem Highway
Marion and Polk Counties
Bridges 123H and 7253B

In order to make an accurate preliminary study of the subject bridges, we need a 1" = 50' scale map showing the alignment and grades for the preferred alternate. This should include the west approach with the braided ramps and the east approach with its ramps. Also required is the grade and alignment for the detour at the west side, assuming eastbound traffic is detoured to Marion Street during construction of the Center Street Bridge. This can probably be put on existing base maps. We would like this as soon as possible.

Additional information that will be required before final design is done is a complete vicinity map including:

1. Cross sections of existing ground, both approaches and river.
2. Location of existing and proposed utilities on and off the bridges.
3. Location of the new alignment for the railroad.

JMT:dh

cc C. O. Fredrickson

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NOTED
E. S. HUNTER

April 3, 1979
Salem, OR 97310

Gary A. Potter, Manager
Environmental Section

W.L. Cranford
Project Management

Willamette River (Center and
Marion Street) Bridges
Willamina-Salem Highway
Marion and Polk Counties
Salem, Oregon

It is unfortunate that we had a misunderstanding concerning the "induced" land use on the subject project. Von Hemmert and Richard McSwain met with us and we had a constructive meeting on (a) the purpose of the induced land use information, and (b) the appropriate level of detail. McSwain's and Von Hemmert's memo of April 2 is accurate. We feel that this is essentially the same request we made at the outset of the project. It is unfortunate that it took this long to arrive at this understanding.

I appreciate and share your concern about the limitations of transportation modeling. I would remind you that the induced land use is not the Environmental Section's requirements, but rather that of DEQ's indirect source rule.

In the time frame that I've outlined for the job, it appears that ODOT should anticipate as many problem areas as possible, in order to expedite these important projects.

If you have any additional comments, I would appreciate a meeting with you.

GAP:brl

cc: D. H. Moehring
C. O. Fredrickson

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STATE OF OREGON

INTEROFFICE MEMO

DEPT. _____ TELEPHONE _____

TO: Gary Potter, Manager
Environmental Section

DATE: April 2, 1979

FROM: W. L. Cranford
Urban Studies Supervisor

SUBJECT: Willamette River (Center and Marion Street Bridges)
Willamina-Salem Highway, Marion and Polk Counties

Your March 23, 1979 memo was received. I am sorry that the "induced" land use information supplied in our March 2, 1979 report was unsatisfactory.

Your original January 2, 1979 request for data was quite comprehensive and not entirely clear. You will recall that both John Hanks and I expressed concern at the level of detailed work requested and the short time available to do it. During our meeting with you, I understood that the scale of work was to be cut back to meet the time available. I further understood that the approach our report took toward "induced" land use would be acceptable.

Subsequently, Von Hemmert discussed the work to be done with Tony George, who did not attend the first meeting where the work was discussed and the division of responsibilities was agreed upon. Von's understanding was that our approach toward "induced" land use would be responsive to the air quality analysis needs.

Apparently, such was not the case. Accordingly, I asked Von and Richard McSwain to meet with you and define specifically the work required. the result is the attached memorandum detailing the desired work as we understand it.

Transportation modeling has many limitations. I am not sure that I can agree that the proposed "induced" land use analysis will produce meaningful information that can be technically and logically supported. However, we will complete the work for you in the shortest possible time.

WLC:dpy

cc: D. H. Moehring
C. O. Fredrickson

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APR 3 1979

Referred to Manager _____
Proj. Coord. _____ Res. Coord. _____
Eng. Coord. _____ Adm. Asst. _____
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81-125-1387

STATE OF OREGON

INTER-OFFICE MEMO

DEPT. _____ TELEPHONE _____

TO: FILES

DATE: April 2, 1979

FROM: Richard McSwain and Von Hemmert

SUBJECT: Meeting With Gary Potter, Tony George and Eb Engelmann of the Environmental Section Concerning Willamette River Bridge Projects

We met with Gary Potter, Tony George and Eb Engelmann of the Environmental Section on March 28, 1979.

The purpose of this meeting was to insure that we fully understand their request for information pertaining to the Willamette River bridge projects. The purpose of this memo is to document our understanding of what they need from the Urban Studies Unit. All discussion in the meeting concerned the "induced land use" item (3-d) in the January 2, 1979 letter from Gary Potter to L. E. George and Bill Cranford.

We are to produce a zone-to-zone table of the growth in trips crossing the bridges between the year of project completion and the year 2000. The year of project completion has been identified as 1984 by Tony George in a March 29, 1979 telephone conversation.

This is to be accomplished by the following steps:

(1) By select link analysis produce a zone-to-zone table of trips crossing the bridges in 1975.

(2) Produce a similar table for the year 2000.

(3) Subtract the 1975 table from the year 2000 table. The result will, in theory, be the growth in trips across the bridges from 1975 to year 2000.

(4) Factor this table by 16/25ths. This will, in theory, result in the portion of growth occurring in the 16 years between project completion (1984) and year 2000.

The Environmental Section will be supplied with a trip end summary report for the growth in trips that cross the bridges between 1984 and year 2000. The trip end summary report lists the number of trips into and out of each zone.

We estimate that the above work can be performed in two weeks.

RM:dpy

81-125-1397

File

March 23, 1979
Salem, OR 97310

Willamette River (Center and Marion Street) Bridges
Willamina-Salem Hwy.
Marion and Polk Counties

Gary A. Potter, Manager
Environmental Section

W. L. Cranford
Project Management

We have received your report transmitted on 3-2-79 and have reviewed it with respect to the various requests we made for information. With regard to the request for information on "induced" land use, we find the report unsatisfactory. It does not provide us with a specific quantified estimate of the induced land use as envisioned in our request for a comparison of select link traffic loadings, aggregated into subareas by traffic zones. It is now too late to make another request for the information and include it in the DEIS air quality report, without delaying the project. Therefore, we think we need to reschedule this request for completion within the next 6-8 months, and plan on incorporating the material in the FEIS prior to submitting for final approval.

GAP:TG:lb

cc: C. O. Fredrickson
L. F. George

bc: Eb Engelmann
Wally Frick

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: G. A. Potter, Manager
Environmental Section

DATE: March 15, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Analysis
Willamette River (Center and Marion Street Bridges)
Willamina-Salem Highway
Marion and Polk Counties

NOTED
E. S. HUNTER

We have recently received an additional request for information involving the Willamette River Bridges in Salem.

Based on discussions that have occurred over the past several weeks, I believe that the best method of implementing any request for information involving the Salem Area Transportation Study is for you to submit that request directly to Bill Cranford's office and if upon his examination, a portion of the work should be performed by our Project Analysis Unit, then he can make that request to this office.

The file information on which past air quality data has been provided to you will be given to Bill, in order that his office can properly carry on this element of work.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ds

cc: E. S. Hunter
D. H. Moehring
W. L. Cranford

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 14, 1979

Salem, OR 97310

FILE:

FROM: Walter Frick, Sr. Env. Engineer
Environmental Section

TO: John Hanks
Project Analysis Engineer
Traffic Engineering Section

SUBJECT: Traffic Analysis Request
Willamette River (Center and Marion Streets Bridges)
Willamina-Salem Highway
Marion and Polk Counties

Please provide us information as in the February 27, 1979 analysis for the additional links included on the dotted outline of the attached map. In addition, provide us with traffic information for all links during the construction phase. The latter information is necessary because it is almost certain that the critical year from an air quality viewpoint will occur during construction due to excess construction activity and expected interrupted traffic patterns. We understand that the traffic analysis for the year 2000 will not include no-build information on the additional links requested.

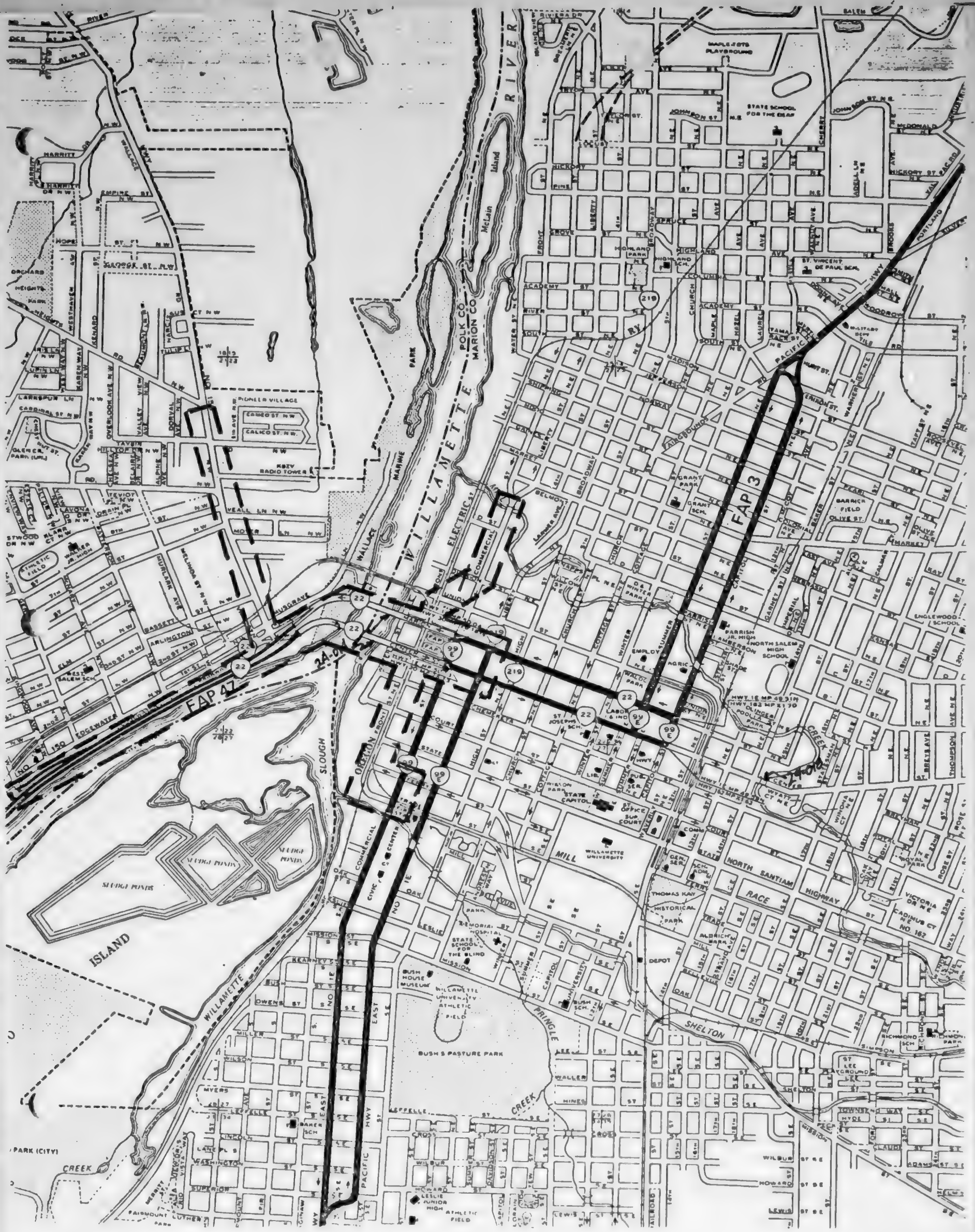
Thank you. I hope that this memo accurately reflects the findings we agreed to in our follow-up meeting of February 9, 1979.

WF:ss

Attachment

cc: Eb Engelmann

RECEIVED


WILLAMETTE RIVER
POLK CO.
MARION CO.
McLain Island
FAP 3
FAP 47
24-0
WALLACE
MARINE
ELECTRIC ST
OLIVE ST
MARKET
PACIFIC HWY
EAST
SLOUGH
PARK (CITY)
CREEK
ISLAND
SLUDGE PONDS
MILL
BUSH'S PASTURE PARK
STATE CAPITOL
WILLAMETTE UNIVERSITY
STATE SCHOOL FOR THE DEAF
STATE SCHOOL FOR THE BLIND
NORTH SANTIAM HIGHWAY
SHELTON
PRINGLE
RACE
DEPOT
HIGHLAND PARK
WALLACE PARK
GRANT PARK
MARIGOLD PLAYGROUND
PIONEER VILLAGE
KSTV RADIO TOWER
BUSH HOUSE MUSEUM
THOMAS KAY HISTORICAL PARK
WILLAMETTE UNIVERSITY ATHLETIC FIELD
LESLIE JUNIOR HIGH ATHLETIC FIELD
WALKER JR. HIGH ATHLETIC FIELD
HARRITT DR NW
HOPE ST NW
ORCHARD HEIGHTS PARK
LARKSPUR LN
CARDINAL ST NW
OVERLOOK AVE NW
VALLEY VIEW DR NW
TULIP LN NW
KAREN WAY NW
LENARD RD NW
WESTMAVEN DR NW
HILLTOP DR NW
CHELSEA AVE NW
DELAIRE AVE NW
ARLINGTON ST NW
EDGEWATER ST NW
WEST SALEM SCH
ELM ST NW
VEALL LN NW
MOYER LN NW
STWOOD DR NW
KLAMA CT NW
TEVIOT PL NW
CAVOLA DR NW
ORBIN PL NW
MELINDA ST NW
HURLBURN AVE NW
BASSETT ST NW
SUBGRAVE
CHEMAWA RD
HWY 99E
HWY 219
HWY 22
HWY 99W
HWY 18 MP 49.31N
HWY 18 MP 51.70
HWY 99E MP 82.30
HWY 99E MP 83.60
HWY 99E MP 84.20
HWY 99E MP 84.60
HWY 99E MP 85.10
HWY 99E MP 85.60
HWY 99E MP 86.10
HWY 99E MP 86.60
HWY 99E MP 87.10
HWY 99E MP 87.60
HWY 99E MP 88.10
HWY 99E MP 88.60
HWY 99E MP 89.10
HWY 99E MP

Salem, Oregon
February 27, 1979

Gary A. Potter, Manager
Environmental Section

L. E. George
Traffic Engineer

Willamette River (Salem)
Bridges

As I discussed with John Hanks this date, this Section will need a traffic operations analysis of the 4 lane Marion and Center Street bridge alternative that routes traffic onto the Marion bridge while Center Street is being reconstructed.

Thank you for your recent timely submittal on the traffic projections for the project.

GAP:sz

cc: E. S. Hunter
W. L. Cranford
C. O. Fredrickson

9291

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1979

In Reply Refer to
File No:

NOTED
E. S. HUNT

Richard F. Malm, Captain
Chief of Staff, 13th Coast Guard District
915 - 2nd Avenue
Seattle, WA 98174

RE: Willamette River (Center and Marion Streets) Bridges
Willamina-Salem Highway
Marion and Polk Counties

Dear Captain Malm:

I am writing to invite your early participation in the development of the subject project. The project presently proposes to replace the Center Street Bridge and to widen the Marion Street Bridge. Both are to be combined into one EIS that is currently under preparation.

Our current schedule calls for the completion of a preliminary draft of the EIS early this summer, followed by final release and scheduling of a public hearing later this fall. When the preliminary DEIS is complete, I will send you a copy so that the Coast Guard can review and provide input to the document.

I am also enclosing copies of the project assessments and correspondence between FHWA and the Department of Transportation. You may wish to review and comment on this material. The assessments should give your staff appropriate background for the projects.

If you have any questions, please contact me. We will look forward to working with you and receiving your input to the draft environmental statement.

Very truly yours,

BY

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310
Telephone: 378-8486

RECEIVED
TECHNICAL SERVICES
MAR 30 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GAP:brl

cc: G. L. Green, FHWA

Form 734-3122

AN EQUAL OPPORTUNITY EMPLOYER

9251

2

Bridge Closure

In both closures —
Vehicle on Wallace Rd. headed for Salem must turn right at Edgewater, if he can't turn left at Rosemount, how does he get to Salem.

Some additional signs as shown in red.

Floyd

3/22/79
orig w/att.
to Fredrickson

DISTRICT FRONTBOY

ATTENTION:
Scotty

FROM:
MAINTENANCE

COMMENTS:
Attached are proposed additions to the plans. They should be considered.
Bob

Form 731-0022 (1/78) SP*70504-734

GENERAL FILES

CON 19-1
Miller K.
Jr.

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: March 7, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Emergency Plans for Bridge Closures
Marion and Center Bridges
Salem

The Emergency Operations Plan for the Marion Street Bridge has been reviewed. The following are the Traffic Section's comments:

1. Those steps requiring traffic direction at critical intersections, e.g., Commercial at Marion under Step II, A, 1; C, 2, Center Street Bridge and Step II, B, 2, Marion Street Bridge, should require the use of two people instead of one. It is impossible to handle the traffic direction with one person.

2. The plan has no specific procedure for rapidly clearing out one lane closures. This has been the problem in the past several times that the Center Street Bridge has been closed.

3. I would recommend that the plan be publicized to inform the public that the State and City have an interim emergency plan until the bridge reconstruction has been completed.

L. E. George
Traffic Engineer

LEG:ds

RECEIVED
STATE HWY ENGR
MAR - 8 '79

REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Modify plan if or as appropriate. -

CLOSURE OF CENTER STREET BRIDGE

This plan is considered a minimum to first establish the required traffic diversion by manpower and later to relieve as many men with traffic control signs and barricades. Many additions and changes may be necessary for extended use of this plan.

STEP I - Notification	Telephone
A. Public Works Department and City Sign Shops	588-6008
B. Salem Fire Department	588-6245
C. Teletypes to:	
1. Oregon State Police	
2. Polk County Sheriff's Department	
3. Independence Police Department	
4. Dallas Police Department	
D. Willamette Ambulance	399-0484
E. KDVO - Channel 3	
F. Radio Stations:	
1. KBZY	364-6748
2. KSLM	364-8433
3. KCCS	364-1000
4. KGAY	581-1430
5. KROW	623-3990 399-1460
G. Highway Division - Region II	378-2626
H. City Signal Shop	588-6309 588-6311
I. Off-Duty officers and personnel as needed	

STEP II - Personnel Deployment for Re-Routing Traffic onto Marion Street Bridge

A. Four men needed at foot of Marion Street Bridge to begin movement.

A fifth man will move across bridge with traffic to Rosemont and stand by.

A sixth man will move across the bridge with traffic to the Edgewater offramp (Capitol Manor) and stand by. Movement will then begin. The sixth man shall direct all eastbound traffic off onto the exit ramp at Edgewater.

1. One to direct traffic at Commercial and Marion Streets
2. One at crest of bridge traveling west (near Water Street)
3. One man near center of span
4. One man at "Y" of Edgewater exit and freeway (this man may drive over and use car in area for communication and mobility later)

B. When fifth and sixth men have reached their stations and four men are in position on bridge, officer at Marion and Commercial shall STOP traffic from entering the south lane of the bridge. Each man along the span will keep this lane clear. As the last cars allowed in the south lane pass the Rosemont exit, the officer at that location shall direct vehicles to enter the exit ramp, proceed east and across the south side of the Marion Street Bridge.

C. Next three key positions to be manned should be:

1. Wallace and Edgewater Streets
2. Second officer at Marion and Commercial Streets to assist (when traffic starts east and west both in this intersection, it will be extremely difficult for one man)

D. After this detour is in operation, the traffic trapped between Edgewater Interchange and Center Street Bridge on Oregon 22 can be directed off on the normal Rosemont entrance ramp and can re-enter Oregon 22 on the Rosemont exit ramp

STEP III - Material Deployment (Assuming that change is already under control by officers)

A. Marion and Commercial Streets: 36 barricades dropped off for Commercial. Truck then start up bridge with cones at 50 ft. intervals. Place "Keep Right" and "Two Way Traffic" signs on incline starting west on bridge from intersection. Sandbag signs. Continue cones to "Y" of Edgewater exit and freeway and increase frequency of cones to 15 ft. intervals. When approaching this "Y", place "Keep Right" and "Two Way Traffic" signs for eastbound traffic. Sandbag signs.

B. Wallace and Edgewater Streets: 10 barricades to block entrance ramp to bridge and merge southbound Wallace Road into one lane. "Right Turn Only" sign for southbound Wallace Road traffic.

C. Edgewater and Rosemont Streets: 10 barricades to control traffic onto Rosemont exit and prohibit usage of normal entrance. "Detour" sign for eastbound traffic pointing into normal exit ramp of Rosemont Street. (Arrow of sign pointing to the right when facing sign). "No Left Turn" sign left, used at discretion of officer. Wallace Road traffic will need to make left turn at this point.

D. Edgewater Exit and Freeway Entrance: 50 barricades to route traffic into Edgewater exit. Following signs to begin a minimum of 1000 ft. from barricades at 200 ft. intervals in this order:

1. "Caution"
2. "Slow"
3. "Prepare to Stop"
4. "Detour"
5. "Keep Right" (just before barricades begin)

STEP IV - Summary of Needed Materials (Sign Shop Loading List)

A. Barricades - 106

B. Cones - 320

C. Signs:

3 "Keep Right" signs
2 "Two Way Traffic" signs
1 "Right Turn Only" sign
1 "No Left Turn" sign
2 "Detour" signs
1 "Slow" sign
1 "Prepare to Stop" sign
1 "Caution" sign

D. Sandbags - 8 (use on signs placed on bridge)

E. Flarepots - 50 (interspersed with barricades and cones if closure is to remain in effect during darkness - replace with Cantels with flashers as soon as practical).

CLOSURE OF MARION STREET BRIDGE

This plan is considered a minimum to first establish the required traffic diversion by manpower and later to relieve as many men as possible with traffic control signs and barricades. Many additions and changes may be necessary for extended use of this plan.

	Telephone
STEP I - Notification	
A. Public Works Department and City Sign Shop	588-6008
1. Order emergency equipment	
B. Salem Fire Department	588-6245
C. Teletypes to:	
1. Oregon State Police	
2. Polk County Sheriff's Department	
3. Independence Police Department	
4. Dallas Police Department	
(Request coverage at west end of freeway)	
D. Willamette Ambulance	399-0484
E. KVDO - Channel 3	
F. Radio Stations:	
1. KBZY	364-6748
2. KSLM	364-8433
3. KCCS	364-1000
4. KGAY	581-1430
5. KROW	623-3990 399-1460
G. Highway Division - Region II	378-2626
H. City Signal Shop	588-6309 588-6311
I. Off-duty officers and personnel as needed	

STEP II - Personnel Deployment for Re-Routing Traffic onto Center Street Bridge

A. First man at Marion and Commercial Streets to direct traffic and block bridge entrance.

B. Four men needed to start next movement across Center Street Bridge

1. Direct traffic at Commercial and Center Streets.

2. Three officers to start up bridge in north lane (facing traffic) and force oncoming traffic into south lane. Officer at intersection should immediately start vehicles behind patrol unit and keep solid line of vehicles behind patrol escort.

3. One officer to drop off near center of bridge span to control any attempted lane changes on bridge.

4. When approaching Edgewater and Wallace Road entrance and oncoming traffic, escort car and officer stop and hold traffic while last officer moves ahead on foot (if necessary) to stop traffic at Edgewater and Wallace Road from entering the bridge ramp. When clear, officer holding westbound traffic will direct on through and maintain position at "Y" on entry ramp and freeway merger.

STEP III - Material Deployment

A. Marion and Commercial Streets: 5 barricades and 1 "Detour" sign to block bridge.

B. 400 Commercial Street: 20 barricades to block off traffic lane onto Center Street Bridge.

C. Center Street Bridge: place cones at 50 ft. intervals starting from Commerical and going west. Place signs "Keep Right" and "Two Way Traffic" for westbound traffic when starting west on bridge. Sandbag these signs.

D. Edgewater and Wallace Road: 10 barricades to block entrance to normal Marion Street exit and to make one lane for southbound traffic on Wallace Road. "Right Turn Only" sign for southbound traffic on Wallace Road. "Do Not Enter" sign at Edgewater entrance to freeway for eastbound traffic which might happen on Edgewater.

E. Edgewater and Murlark: Edgewater will be one way from Wallace Road west to Murlark. Barricades will merge traffic back inot one lane for two-way traffic west of Murlark. For eastbound traffic on Edgewater, barricades will prevent east travel on Edgewater with detour signs pointing north on Murlark.

NEEDED: 7 Barricades
1 "Detour" sign
1 "Right Turn Only" sign
"Form One Line" sign
1 "Two Way Traffic" sign

F. Edgewater and Rosemont: 5 barricades to close off ramp of freeway to prevent anyone reaching the disabled bridge. One "No Left Turn" sign left for westbound traffic on Edgewater to be used at discretion of officer.

STEP IV - Summary of Needed Materials (Sign Shop Loading List)

A. Barricades - 47

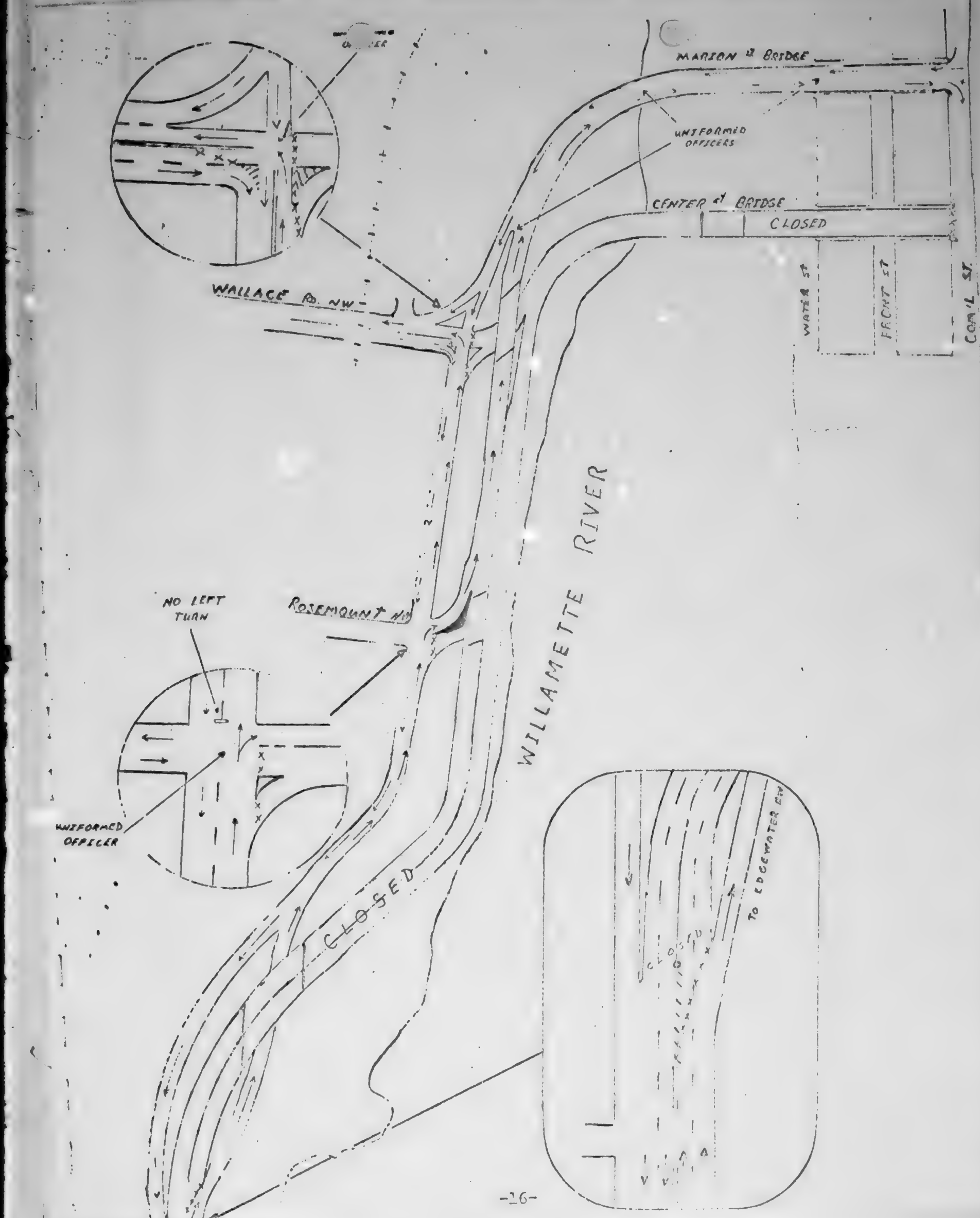
B. Cones - 340

C. Signs:

2 "Detour" signs
3 "Two Way Traffic" signs
2 "Keep Right" signs
2 "Right Turn Only" signs
1 "Do Not Enter" sign
1 "Form One Line" sign

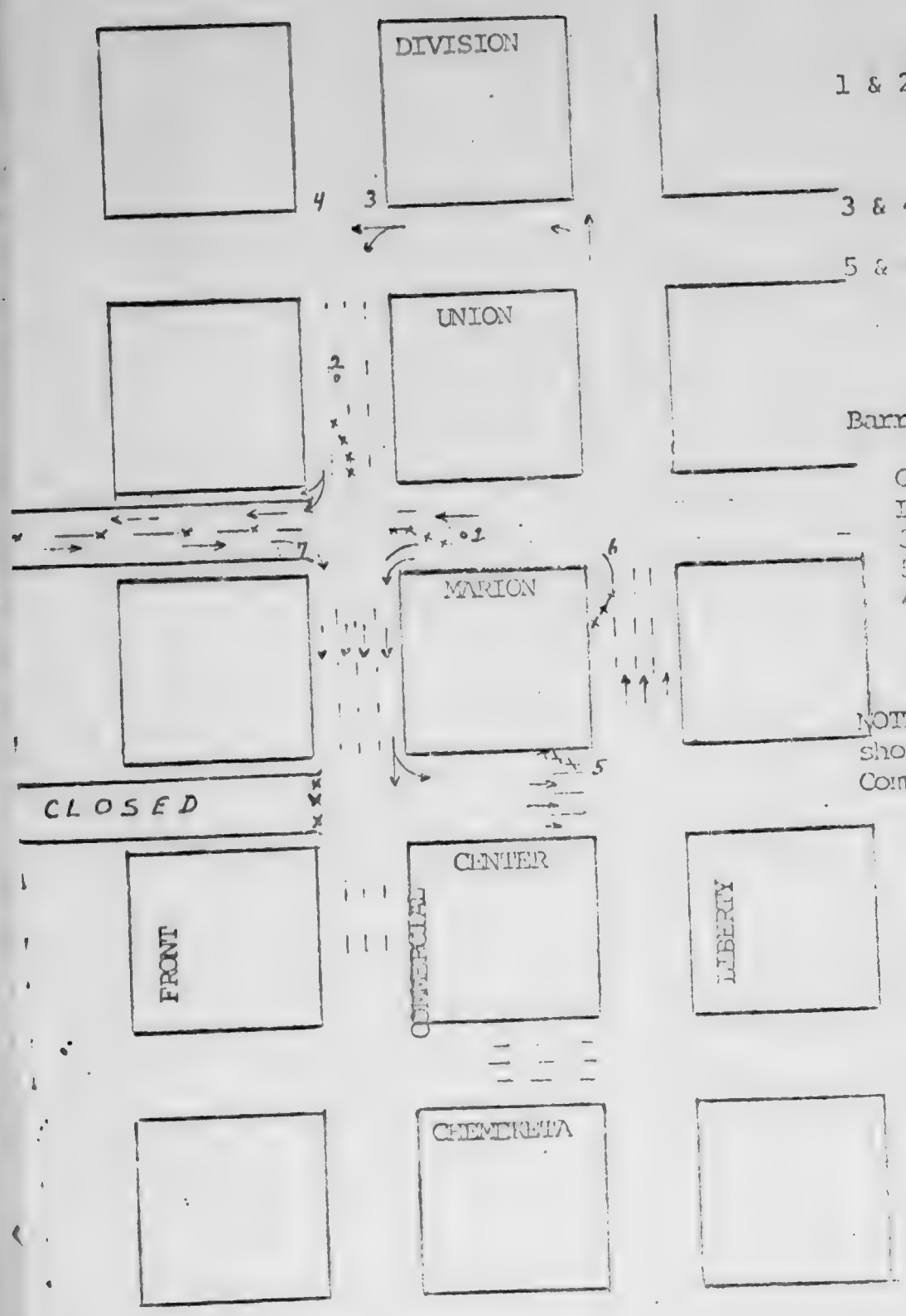
D. Sandbags - 8 (use with signs on bridges).

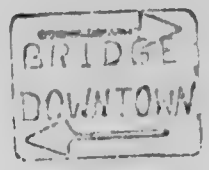
E. Flarepots - 30 (use with barricades if closure to remain in effect after darkness - replace with Cantels with flashers as soon as practical).


MARION ST BRIDGE
UNIFORMED OFFICERS
CENTER ST BRIDGE
CLOSED
WATER ST
FRONT ST
COML ST
WALLACE RD NW
ROSEMOUNT NW
NO LEFT TURN
UNIFORMED OFFICER
CLOSED
WILLAMETTE RIVER
TO EDGEWATER DR

CLOSURE OF CENTER STREET BRIDGE

Downtown Traffic Pattern



1 & 2: 

3 & 4: Portable stop signs

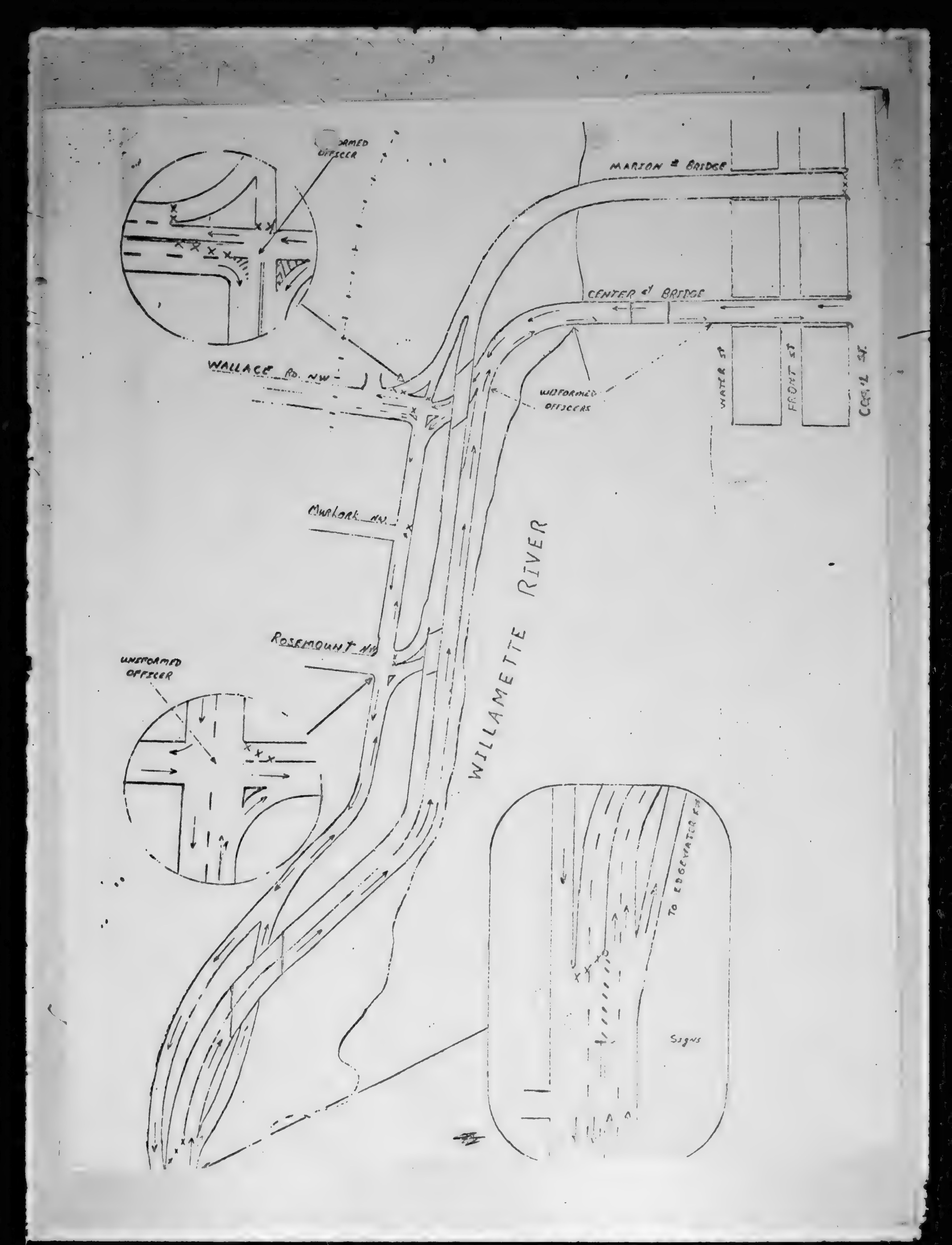
5 & 6: "No Left Turn"

7: "Right Turn Permitted Without Stopping"

Barricades:

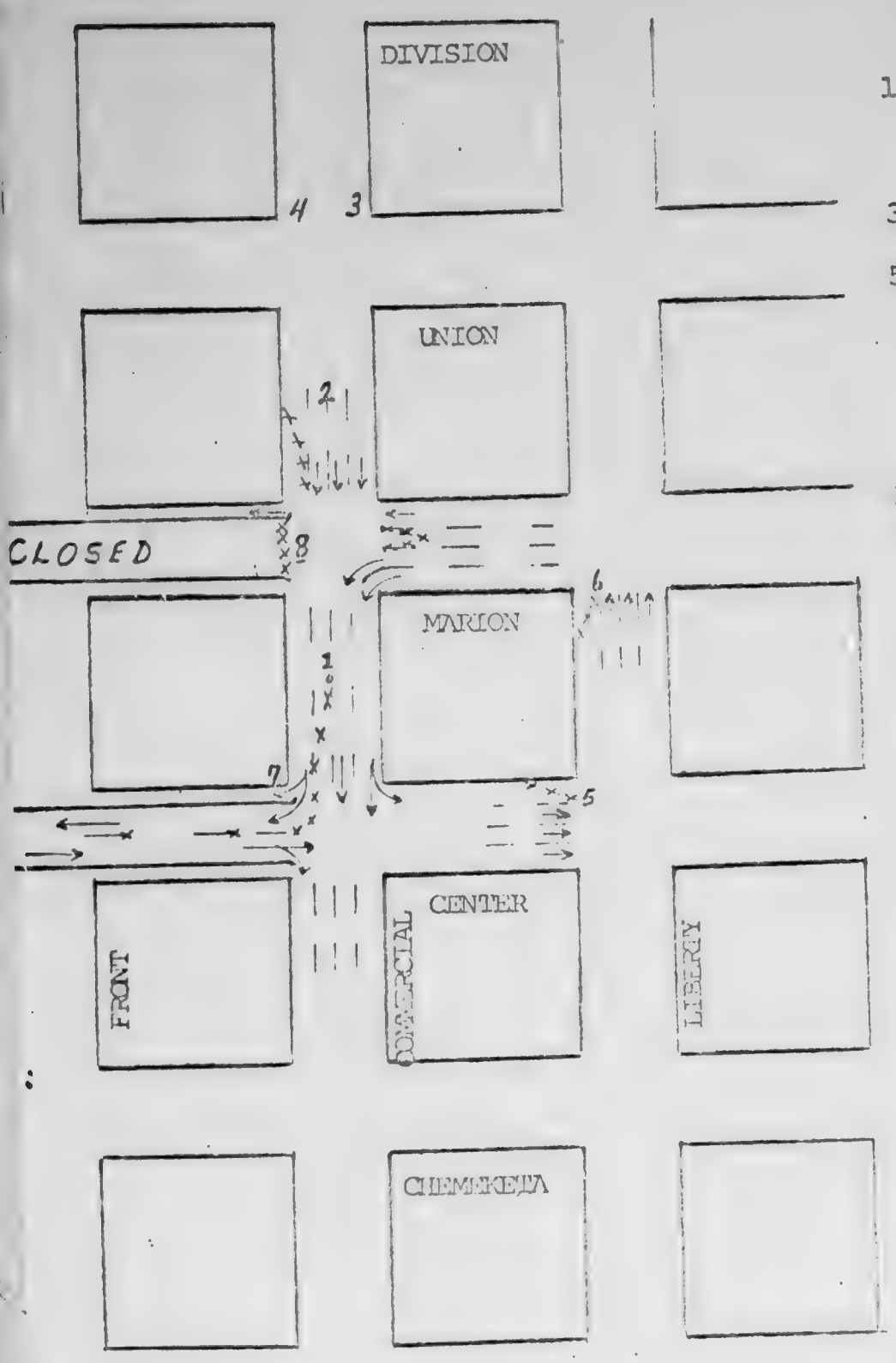
Center & Liberty	5
Liberty & Marion	5
300 Marion	15
500 Commercial	15
400 Commercial	36
TOTAL	76

NOTE: Signals at Commercial and Center should be off or on flash amber for Commercial Street.


ARMED
OFFICER
MARION ST BRIDGE
CENTER ST BRIDGE
WATER ST
FRONT ST
COM'L ST
WALLACE RD. NW
UNIFORMED
OFFICERS
OWLOCK NW.
ROSEMONT NW
UNIFORMED
OFFICER
WILLAMETTE RIVER
TO EDGEWATER PK
Signs

CLOSURE OF MARION STREET BRIDGE

(Re-route to Center Street)



1 & 2:

3 & 4: Portable stop signs

5 & 6: "No Left Turn" or "No Turn"

7: "Right Turn Permitted Without Stopping"

8: "Detour"

Barricades:

Liberty & Marion	5
Center & Liberty	5
Commercial & Marion	5
300 Marion Street	15
400 Commercial	20
TOTAL	50

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: November 28, 1978

11/28
REFER TO
C O Fredrickson
BY STATE HWY. ENGR.

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Center Street Bridge
Willamina-Salem Highway
Polk County

your recommendations please -
How are emergency operation plans coming?
Hx

Several weeks ago, we discussed the matter of traffic operations on and west of the Center Street Bridge. At that time, we decided to update both accident and traffic volume data and to analyze the effect on the traffic stream of merging two lanes into one west of the bridge approach.

The original transmittal and the updated traffic information are attached. The accident history for the past three and one-half years is not severe. The six rear-end accidents indicate capacity problems with "stop and go" driving. Assuming only one-half of the accidents have been reported, the history still would not be alarming for the conditions that exist.

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

The increase in volumes over the last three years has been great in magnitude. A comparison is shown.

	ADT 1975	ADT 1978
Salem-Dallas Highway Approach	9,250	13,800
Eastbound Bridge Approach	9,100	10,200
Wallace Road (Two-Way)	14,400	17,800
Edgewater Street (Two-Way)	7,000	6,600
Center Street Bridge	18,350	24,000

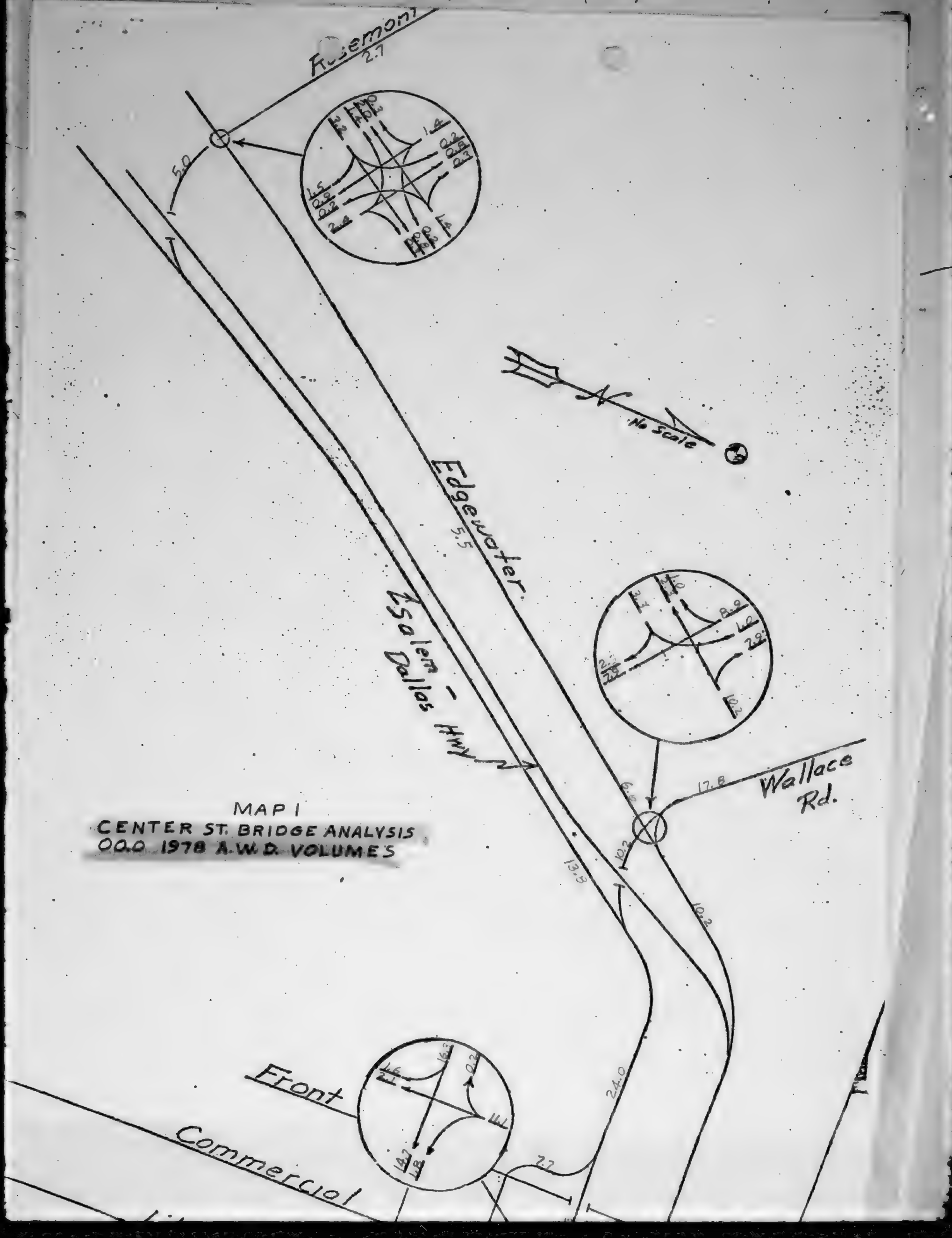
Service levels were computed for the various critical locations as shown on an attached map. These service levels indicate that the volume increases have resulted in congestion and delay when any event occurs on the bridge.

The unbalanced volumes occurring on the Salem-Dalles Highway approach and on the Wallace Road approach are creating part of the delay problem for Wallace Road. The critical factor causing delay problems for both approaches is the weaving section between the west bridge approach and the Front Street off-ramp. The forced merging of the two eastbound ORE22 lanes will not backup a greater number of vehicles. It may make the line longer since the available lane storage will be reduced.

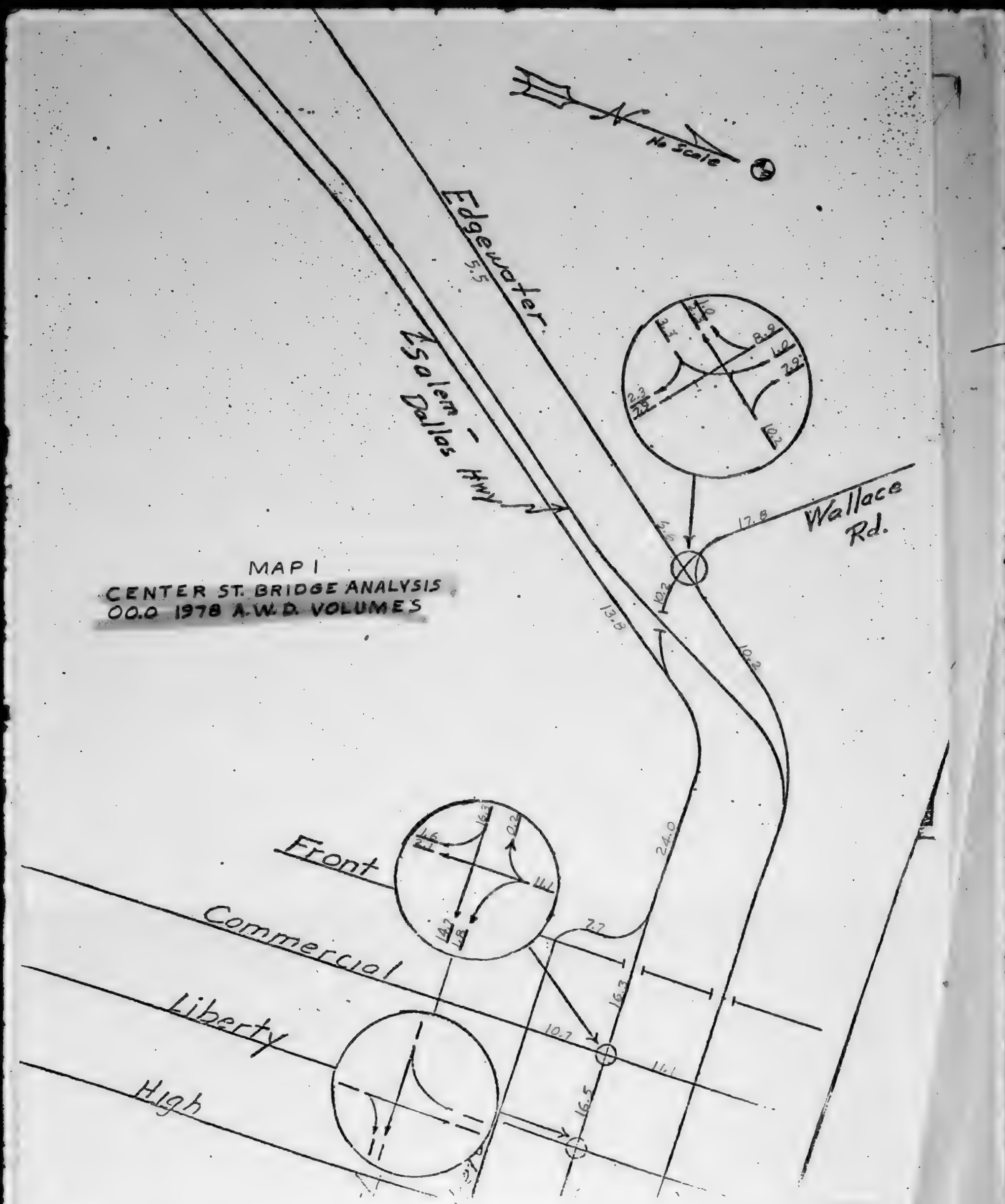
It is still the recommendation of this office that the forced merging on ORE22 be implemented.

L. E. George
Traffic Engineer Supervisor

LEG:cs ds
cc: F. B. Klaboe
E. S. Hunter
C. O. Fredrickson
R. A. Kuehn
D. R. Weaver



MAP I
CENTER ST. BRIDGE ANALYSIS
0.0.0 1978 A.W.D. VOLUMES



MAP I
CENTER ST. BRIDGE ANALYSIS
00.0 1978 A.W.D. VOLUMES

Rosemont

S/L "B"

No Scale

Edgewater

Salem - Dallas Hwy

Wallace Rd.

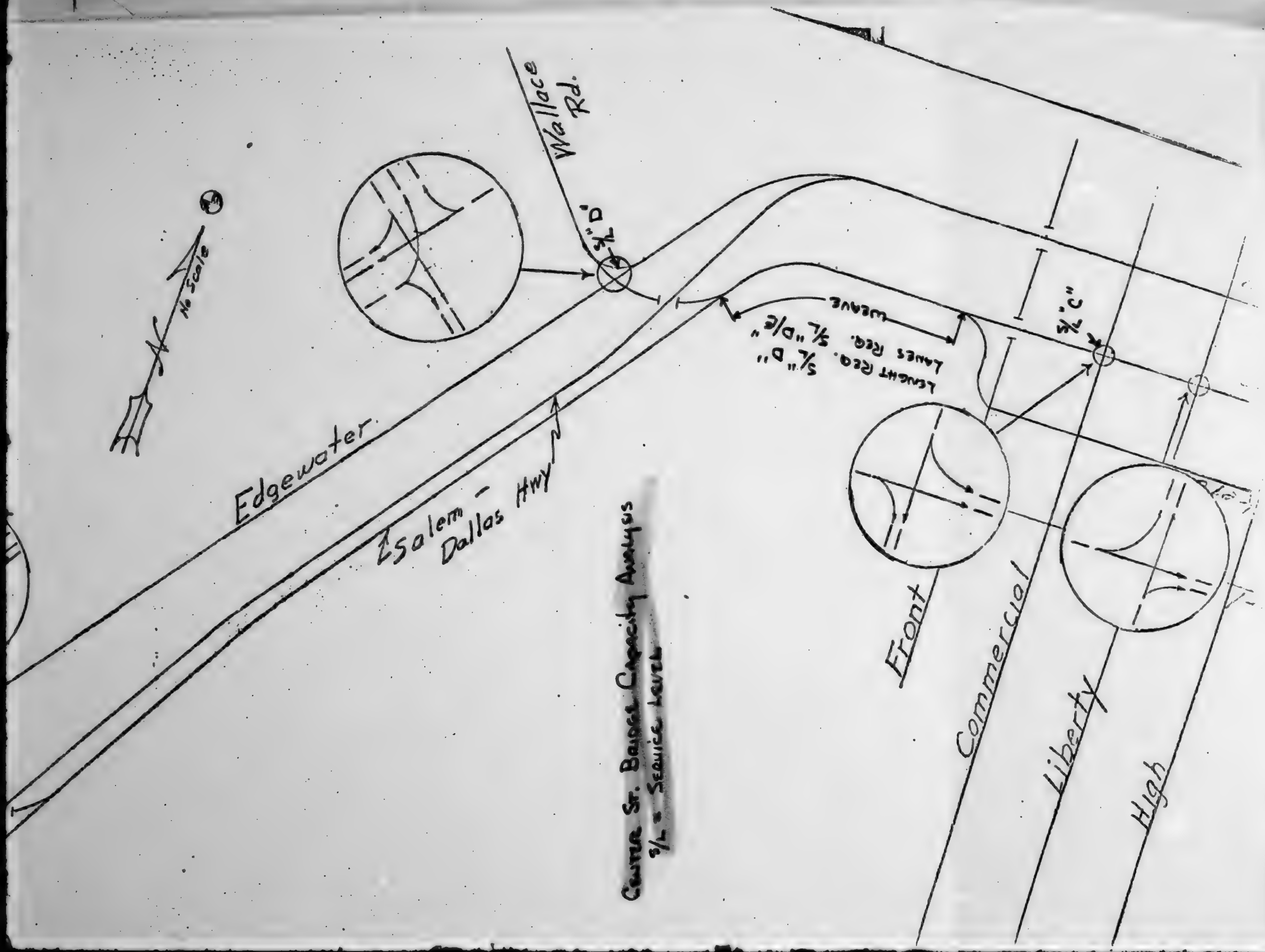
S/L "D"

Center St. Bridge Capacity Analysis
S/L = Service Level

Lenght Req. S/L "D"
Lanes Req. S/L "D/E"
Weave

Front

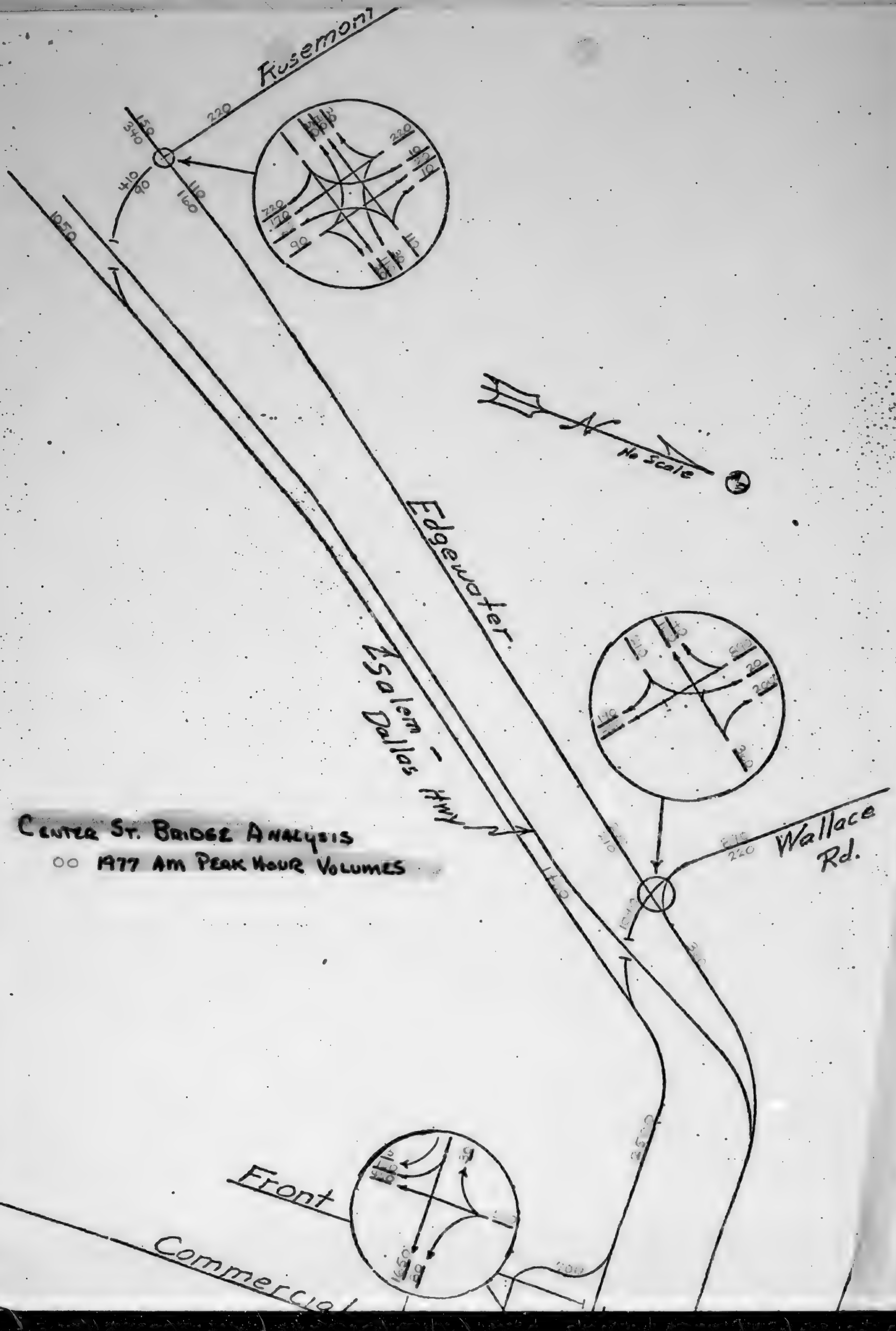
Commercial



Center St. Bridge Capacity Analysis
5/L = Service Level

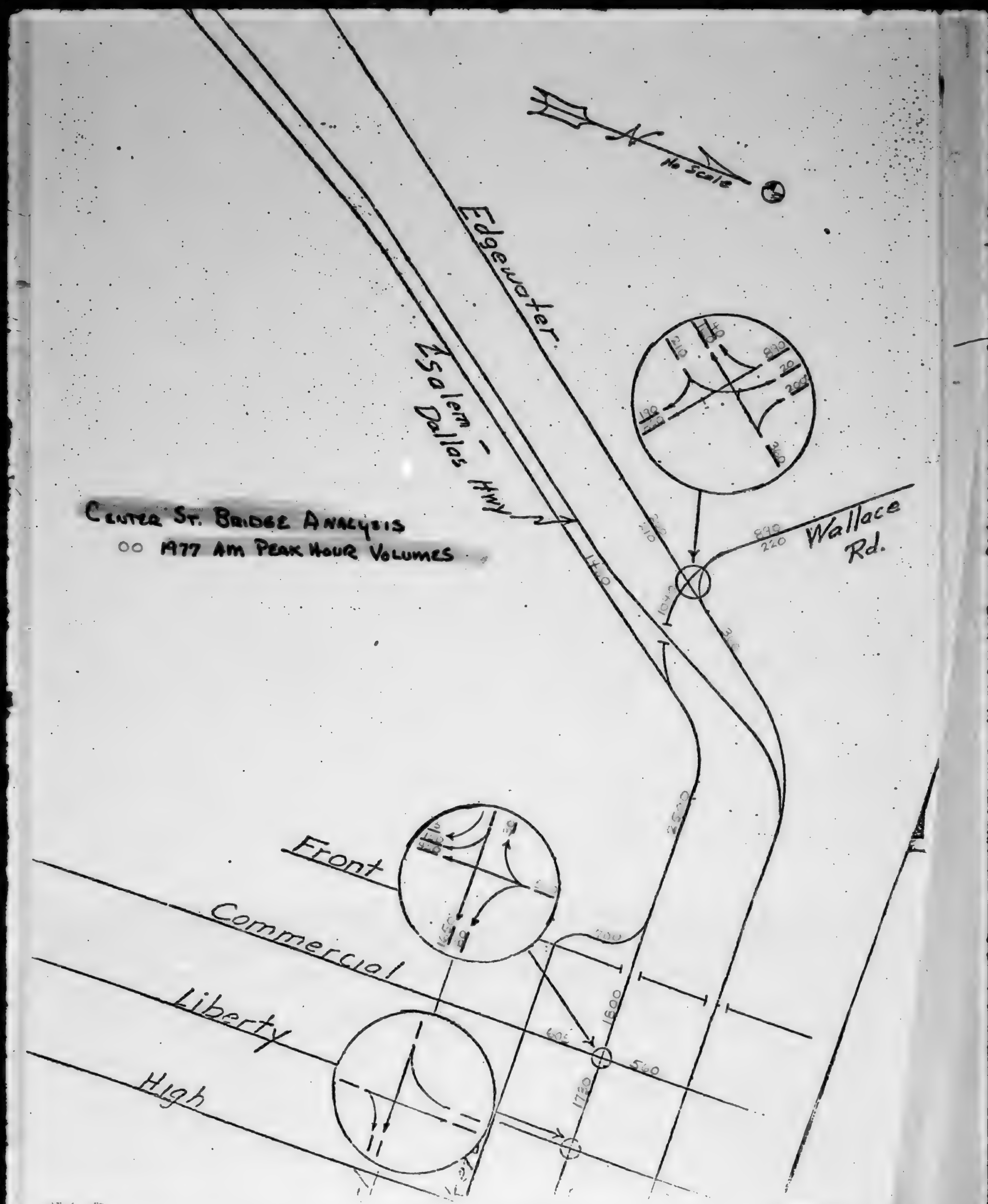
Center St. Bridge Analysis

oo 1977 AM Peak Hour Volumes



CENTER ST. BRIDGE ANALYSIS

00 1977 AM PEAK HOUR VOLUMES



STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

RECEIVED
STATE HWY ENGR
OCT 16 '78
REFER TO
L E George
F/ R
Info | Invst | R/D | C R | Sign | All | File

DATE: October 13, 1978

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Center Street Bridge
Willamina-Salem Highway
Polk County

Follow up as discussed
ASC

1) Accident data
2) Commute travel data
3) Capacity analysis

For the past several years, this office has received intermittent complaints about the west approach to the Center Street Bridge in Salem. The majority of these complaints involved the refusal of eastbound traffic to merge into one approach lane prior to the arriving at the structure. A significant number of vehicles wait to merge until they are on the bridge while some never do but instead move over into the left-hand bridge lane.

The morning of Wednesday, October 11, a series of stalled motor vehicles on the bridge during the morning rush hour backed traffic up several miles to the west. This resulted in a new series of telephone call complaints about the emergency direction of traffic by the Salem Police.

I am attaching our file copy of a proposal made by this office two years ago. At that time, Mr. Klaboe was reluctant to initiate the proposed work. Although bridge improvements are in the future, I believe that we must take some interim action to make whatever improvement is possible because any bridge improvement is still far in the future. The proposed plan will relocate the merge area to a place that will not cause as much interference to traffic flow.

Almost as critical is the need for an emergency operations plan between the City and the State. One has never even been discussed. I would suggest that the parties involved with the State and City formulate emergency operating procedures and responsibilities for the following:

1. Cargo spill removal.
2. Hazardous cargo spill removal.
3. Accident and debris removal.
4. Emergency control and direction of traffic under Items 1 through 3.
5. Emergency bridge closure for one or both bridges.
6. Movement of emergency medical and fire equipment.

If you and Mr. Klaboe approve, I will prepare a plan transmittal for your use.

L. E. George
Traffic Engineer Supervisor

LEG:ds
Attachments

TRAFFIC ENGINEERING

cc: F. B. Klaboe
E. S. Hunter
C. O. Fredrickson
R. A. Kuehn
David R. Weaver

Signed Comments
Accident info
Weaving problem
Emergency Operations
Plan should be made.
Give plans a cy of
Interstate Bridge for info.

9291

L.7

STATE OF OREGON

INTER-OFFICE MEMO

DEPT. _____ TELEPHONE _____

TO: L. E. George
Traffic Engineer

DATE: March 21, 1979

FROM: W. L. Cranford
Urban Studies Supervisor

SUBJECT: Salem Bridges Forecasts and Analysis Work

NOTED
E. S. HUNTER

Reference is made to your March 15, 1979 memo. I concur that the procedure you described will result in the best possible service to the Environmental Section and others.

John Hanks and I discussed the current work he is doing regarding the traffic data needed for air quality analysis for the bridges. Please have him continue his work. I will appreciate the opportunity to review the work before a report is issued to insure that other necessary matters will be addressed in the report.

WLC:dpy

cc: E. S. Hunter
Gary Potter

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TECHNICAL SERVICES
MAR 22 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

1271

30

Salem, Oregon
March 14, 1979

A. D. Olson
Preliminary Design Engineer

Gary A. Potter, Manager
Environmental Section

Front Street Pedestrian O'Xing
Willamette River (Center &
Marion Street) Bridges
Willamina-Salem Highway
Marion and Polk Counties

In response to your March 12 letter, the pedestrian crossing of Front Street has been discussed with Ralph Lambert (City of Salem). I am advised that the concensus is to abandon the idea of going under the street and assume that it would be overhead and in conjunction with the pedestrian facilities crossing the river. This raises several questions which they presume will be covered in the EIS.

A facility that would require climbing a ramp roughly 400 feet long on an 8% grade to get to the Marion or Center Street bridge, then walking across Front Street on either the Marion or Center Street Bridge and then down the ramp or bridge to ground level would not seem too likely for use unless there is no other way. Possibly a stairway could be provided to cut down the horizontal travel, but a 30 foot rise and fall would still be required. Presumably the ramp would be required, also, in conformance with State and Federal regulations. That would be another area for your research.

As for direction in this area, we will have a pedestrian facility on the Center Street Bridge and would leave the sidewalk on the Marion Street Bridge if it is widened to four lanes. Whether either or both of these would be connected to the area between Front Street and the river would depend upon projected usage and justification of the added costs. An updated estimate of a ramp from either structure down to ground level is $100,000 for a 5-foot walk and $120,000 for a 6-foot walk. The usage and value of providing one or both of these connections would be identified by the difference in travel patterns and impacts between the "Do Nothing" and the build alternatives and will presumably be used by the local people to determine whether to fund a connection to Marion Street and by FHWA to consider funding a connection to Center Street.

When you have the preliminary results of these studies a meeting with the people involved would be appropriate in order to determine whether these connections should be writtin in or written out of the design.

ADO:cj

cc: C. O. Fredrickson

REFERRED TO
Beard
Cole
Eriksen
Hager
Discuss
FINAL DESIGN

1 Versteeg
2 Christensen
Georga
3 Olson
Terpin
Sullivan
Scott
Anderson

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CITY OF SALEM
Proposed Interstate Transfer Project

Marion Street and Center Street Bridges
Structures and Illumination
$4,670,000

This project entails all the work and costs to widen the Marion Street Bridge to provide three travel lanes, construct ramps to the Marion and Center Street Bridges from Front Street, and construct a pedestrian overcrossing of Front Street.

Right-of-way is required for the bridge ramps and will be acquired as a participating item of the project.

State will perform preliminary and construction engineering.

78-e
7/5/78

Are sidewalk/bikeways desired: Yes, a pedestrian structure over Front Street is also proposed.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? Accommodating pedestrian/bicycle movement across the Willamette River.

Remarks The existing bridge is structurally limited in its ability to be widened without adding additional footings and piers.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Burlington Northern and Southern Pacific

Existing Crossing Protection Separated - Bridge structure over railroads.

2. Will existing railroad crossing be altered? Yes. Railroads to be combined to one track and to be moved 100' west (this will be a separate project).

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Richard L. Knowles, Acting Transportation Coordinator, Mid Willamette Valley Council of Governments Office
2. Environmental — " Office
3. Public Hearing — " Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X ____ Consultant ____

9241

L

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1979

NOTED
E. S. HUNTER

Mr. Richard L. Knowles
Transportation Coordinator
Mid-Willamette Valley
Council of Governments
400 Senator Building
220 High St. N.E.
Salem, OR 97301

Dear Dick:

The enclosed report is intended to keep our Administration informed of the progress of the Salem bridge projects. It occurs to me that the information may be of value to others. You may want to bring the report to the attention of the Technical Advisory Committee.

A tight time schedule has been set toward completing an Environmental Impact Statement (EIS) covering both bridges. I am sure that both you and I support moving the projects forward as rapidly as possible, and doing nothing that would delay the EIS. However, it seems reasonable that in a parallel time frame we can communicate the impacts (number of required lanes) due to changes in population forecasts. Furthermore, everyone involved should be aware of the funding implications, including the ray of hope that Special Bridge Replacement funds will largely take care of the added needs for the Marion Street Bridge.

The funding issues are such that resolution will likely be required above your or my level. However, you and I can act as resources to the decision makers. I would be happy to informally meet with any person or group needing additional information.

It should be understood that firm figures as to costs, savings, possible shortfall, etc., are not available at this time. All we can provide is the best information that we have and continually update estimates as construction plans and better information becomes available. Such a situation is often difficult for people to understand; I have never found an entirely satisfactory solution to this problem.

It is my hope that local officials can concur in the alternatives to study, or guide us toward those additional alternatives that are really necessary. The goal of getting the bridges built and not studying the situation to death should be kept firmly in mind.

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Sent 2-27-79

Since Region 2 has the responsibility, through the Action Plan to coordinate the projects through implementation, other sections within the Highway Division (Design, Environmental, Urban Studies, etc.) will act as consultants and assistants to the Region to get the job done.

Sincerely,

W L Crawford

W. L. Crawford
Urban Studies Supervisor

WLC:dpy

Attachment

cc: Fred Klaboe
H. S. Coulter
C. O. Fredrickson

bc: D. H. Moehring
E. S. Hunter
Gary Potter

OREGON DEPARTMENT OF TRANSPORTATION
Office of Project Management
Urban Studies Unit

COMMENTS ON SALEM BRIDGE PROJECTS

Introduction

Recent Congressional action has made federal Special Bridge Replacement Funds available for construction of a new Center Street Bridge. Although, the Federal Highway Administration (FHWA) has not made a commitment, it is possible that some of the funds could be used to improve the Marion Street Bridge, for use as a detour during construction of a new Center Street Bridge. Also, the impacts of land use plans and population forecasts on the bridge projects may not be fully understood.

This report summarizes the current situation concerning the bridge projects in general terms. The ODOT Administration and local officials should be aware of the issues.

Past Planning Efforts

There are two planning processes that materially affect the bridge projects. They are:

1. The Salem Area Transportation Study (SATS).
2. The Comprehensive Plan, which is required by the Land Conservation and Development Commission (LCDC).

The SATS process is the earlier. The population forecasts upon which the Year 2000 Transportation Plan is based resulted in a fairly

low growth forecast for West Salem. Part of the reasoning was that without a third bridge the West Salem growth would be slower. Based on the SATS population forecast and distribution, the modeling process showed a demand for 75,000 river crossings (both directions) per day in the Year 2000. It was believed that three lanes each on Marion and Center Streets Bridges would handle the traffic. The Year 2000 Plan calls for three lane bridges.

Subsequently, and in a different time frame, the Salem Comprehensive Plan was developed. A higher popultaion (about 30,000 more than the SATS population) was forecasted. Also, substantial growth was predicted in West Salem. The updated modeling process indicated a demand for 90,000 river crossings per day in the Year 2000. Based on this work, three lane bridges would not be adequate; four lanes in each direction would be needed.

Recent Federal Law requires that all planning be based on the same basic data. It is generally assumed that the Comprehensive Plan and its forecasts will be the control. Eventually, the transportation plan will have to be updated to be completely compatible with the Comprehensive Plan.

Current Status Of The Bridge Projects

The following bridge alternatives have been identified for the Center-Marion corridor; there may be other alternatives, but these are the ones generally discussed.

1. A wide (eight lanes or more) two way single bridge.

2. Two way travel on both Marion and Center Bridges. (Four lanes on Center, three lanes on Marion).

3. A 38 feet (three lanes; no pedestrians or bikes) one way Marion Bridge and 52 feet (four lanes) Center Bridge.

4. Two 52 feet (four lane) one way bridges.

5. No Build.

Alternatives one and two have been analyzed and found to be unsatisfactory from a traffic operations standpoint. This is due to the intersections at the ends of the bridges being unable to handle the forecasted volumes of two-way traffic.

Alternate 3 is also currently unsatisfactory. It was shown in the previous section that four lanes are needed on both bridges. A possible alternative is to restrict and reduce the population forecasted for West Salem, so that three lanes will be adequate.

It should be noted that the I-305 Transfer Funds and match set aside by local agencies, (three to four million dollars) appear adequate to construct a three lane Marion Street Bridge as shown in the Year 2000 Plan. The funds are not adequate for a four lane bridge.

The remaining build alternative, Alternative 4, (two four lane bridges) will carry the forecasted 90,000 daily river crossings. Weave problems require extensive redesign of the west side ramps, but a satisfactory design is possible. Adequate funding for the Center Street Bridge seems assured.

The problem is that a four lane Marion Bridge costs about double the cost of a three lane bridge. It is possible that a shortfall of more than three million dollars could occur as compared to the original allocations of I-305 Transfer and matching funds.

However, it appears that a substantial construction costs saving could be realized if staged construction is not required for the Center Street Bridge. By staged construction, it is meant that a new two lane bridge would be constructed adjacent to the existing bridge. During the construction period, traffic would move on the old bridge. After completion of this stage, traffic would then use the two new lanes, while the old bridge was torn down and replaced.

Construction savings would result if the old Center Street Bridge could be replaced in one phase, without having to provide for traffic use. This could be done if the Marion Bridge was first widened to four lanes and all traffic detoured to this bridge.

The question is whether or not the FHWA will allow the use of Special Bridge Replacement Funds for this purpose and, if so, to what extent.

If such funding is possible the perceived three million dollar (or more) shortfall could be reduced to two million or even less. Under the most optimistic conditions, there might be no shortfall at all.

The Highway Division is pursuing this issue with the FHWA.

William L. Cranford
February 23, 1979

30

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILE

DATE: February 14, 1979

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Marion & Center Street Bridges
Willamina-Salem Highway
Marion-Polk Counties

Versteeg ✓	RECEIVED	Trout
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George		
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Sullivan		Bring Up ___/___/___
Scott	ENGINEERING SECTION	Action
Anderson		

1. The Marion Street Bridge is presently set up as a minimum 3 lanes, compatible with the existing 2 lane Center Street Bridge which would be the controlling bottleneck.

2. Approval has recently been received for Special Bridge Replacement funds for reconstructing the Center Street Bridge.

   Studies indicate 4 lanes and a braid are desirable for the new Center Street Bridge facility.

3. The Marion Street Bridge (minimum 3 lanes) would not match the capacity of a 4 lane Center Street Bridge and would become the controlling bottleneck.

4. To bring the Marion Street Bridge to desirable capacity would require 4 lanes plus a 3 lane connection down to Wallace Road. To build 4 lanes rather than the minimum 3 lanes would increase the cost $2,700,000; to add a lane to the ramp to get 3 lanes to Wallace Road would cost another $400,000.

5. If the Marion Street Bridge was widened to 4 lanes it could be used as a 2-way facility to detour traffic off the Center Street structure during construction. This would reduce the cost of building Center Street by some amount and presumably that saving could be applied to the cost of constructing the wider Marion Street Bridge and the necessary detour to make this work.

6. Constructing the Center Street Bridge with traffic detoured to Marion Street as opposed to constructing the new Center Street facility in stages while carrying traffic would be less expensive. The amount of saving cannot be readily obtained.

7. To widen the Marion Street Bridge and the ramp to Wallace Road and to provide the necessary detour and signal changes would cost an estimated $3,500,000. This would represent approximately 20% of the cost of the new Center Street structure (estimated assuming traffic detoured).

continued. . .

8. If this is within the realm of the potential saving it would be appropriate to spend the funds in this manner where they would be of permanent benefit to the roaduser as opposed to paying it to the contractor for dodging cars while building under traffic.

9. If this is believed to be in excess of the savings and an agreement can be reached as to a figure for the savings it would be appropriate to approach the local governmental body to determine whether they would fund the difference in order to get the increased capacity on the Marion Street structure.

10. As an alternate to the above notes 5 through 9, the local governmental body could be approached to determine whether they would fund the total increased cost to match the Marion Street Bridge capacity to the proposed Center Street Bridge capacity or whether they might want to restrict the new Center Street Bridge to the lesser capacity of the presently programmed minimum 3 lane Marion Street Bridge.

The present plan is to prepare the EIS covering (1) the "Do Nothing" alternate, (2) a 4 lane Center Street Bridge with a braid structure and a minimum 3 lane Marion Street Bridge and (3) Center Street as above and a 4 lane Marion Street Bridge plus widening the ramp to Wallace road to 3 lanes.

ADO:cj

Copies Hunter
Hart
Hossner

9291.

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: Gary A. Potter, Manager
Environmental Section

DATE: January 17, 1979

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Center Street and Marion Street Bridges
Marion County

NOTED
E. S. HUNTER

Your letter of January 2, 1979 requested information you will need to prepare the required environmental documents for the subject project. The data you requested included identifying traffic impacts, level of service analysis, accident/safety analysis, land use patterns and traffic data for air quality and acoustical studies.

Because the data you requested will be developed in part by Traffic Engineering and partially by the Urban Studies Unit, I suggest that you arrange a meeting so that all involved are agreed on the various areas of data responsibility. A meeting should also identify the information elements that are readily available, as well as elements that may require special analysis procedures. The latter applies especially to the procedure you suggest regarding land use analysis, which appears to include an effort by Council of Governments staff.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

JH:ds

cc: E. S. Hunter
W. L. Cranford

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 2, 1979

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Center St. and Marion St. Bridges
Marion County

TO: L. E. George
Traffic Engineer

Bill Cranford
Project Management

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TRAFFIC ENGINEERING

This memo is a follow-up to a Monday (December 11) meeting on the subject projects. I am forwarding a list of information needed to clarify our needs for preparing the required environmental documents. I'm sure that more meetings will be necessary as you further your studies, so please view this request as initial, with refinements being made as necessary.

1. Define the study area used in the traffic analysis. This is important because it is recognized that the project has traffic impacts which extend beyond the project construction limits. Of particular importance is delineating the area(s) where major changes in traffic patterns, service and/or volumes will occur.

2. Describe the methods used and assumptions made in forecasting trip demand (on bridges and network served by bridges) and determining its distribution on the street network. Please include a table which lists the population and employment levels (existing and forecast), by zone, used in computing trip productions and attractions.

3. Evaluate the effectiveness of each alternative in accomplishing the traffic improvement objectives. This analysis should be specific enough so that not only traffic service on the bridge is evaluated, but also on the bridge approaches and network serving the bridges.

    a) Traffic Level of Service, by location

    b) Traffic Patterns

    c) Accidents/Safety

    d) Induced land use (between base year and forecast year). See the attached letter for a more specific discussion of what is requested.

4. Identify potential means of alleviating adverse traffic impacts identified under item 3.

This request is quite comprehensive, but the information is essential to a thorough evaluation of bridge impacts. In addition, as part of this request, please provide traffic data in the form necessary for air quality and acoustical studies (forms attached). If you have any questions, please call.

GAP:CG:lb

Attachments

NOTED
JOHN HANKS

NOTED
DWAYNE HOFSTETTER

NOTED
L. E. GEORGE

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic DEPT. | 378-6537 TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 9, 1979

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion County

NOTED
E. S. HUNTER

The attached report is an analysis of the level of service and operating conditions for the Marion and Center Street Bridges. Two operational alternatives were evaluated. A two-way operation on both bridges, introduced by Region 2 and a plan retaining the existing one-way operation.

This analysis was conducted to assist Interdisciplinary Team #1 members in deciding which of the operational plans should be advanced in project development work.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

Attachments
JH:cs

cc: E. S. Hunter W/att.
J. H. Versteeg "
F. E. Terpin "
Gary Potter "
J. B. Boyd "
Walt Hart "
A. D. Olson "
Bill Cranford "

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OREGON DEPARTMENT OF TRANSPORTATION
Traffic Engineering Section
Project Analysis Unit

WILLAMETTE RIVER (SALEM) BRIDGES

INTRODUCTION

A design proposal to provide two-way traffic operation on the Center and Marion Street Bridges was introduced at the Interdisciplinary Team #1 meeting of November 30, 1978. The Center Street Bridge serves two-way traffic oriented to the Willamina-Salem Highway (Dallas), while the Marion Street Bridge serves two-way traffic oriented to Wallace Road (West Salem).

In addition, design proposals were also introduced which retain the existing one-way bridge operation. This report compares the respective level of service and operational conditions of each proposal and provides a basis for Team #1 members to determine which proposal warrants further project development work.

DESIGN PROPOSAL CONDITIONS

To develop traffic assignments and conduct level of service analysis it was necessary to identify the design and system conditions applicable to each proposal. The following identifies the major conditions assumed.

Two-Way Bridge Proposal

1. Four-lane (two-way) Center Street Bridge, serving traffic oriented to Dallas, with an added westbound on-ramp from Front Street.

2. Three-lane (two-way) Marion Street Bridge, serving traffic oriented to West Salem, with the center lane reversible to serve eastbound traffic during the AM peak period and westbound traffic during the PM peak period.

3. Marion and Center Streets converted from one-way to two-way operation east of Commercial Street.

4. Front Street Bypass project completed.

One-Way Bridge Proposal

1. Four-lane (one-way eastbound) Center Street Bridge, with an added off-ramp to serve traffic destined to the north via Front Street.

2. Three-lane (one-way westbound) Marion Street Bridge with an added on-ramp from Front Street.

3. Retention of existing one-way street system.

4. Front Street Bypass project completed.

TRAFFIC DEVELOPMENT

Projected traffic assignments for the year 2000 were obtained from the 4th Future Test System of the Salem Area Transportation Study (SATS). Based on year 2000 population and employment forecasts, a total of 90,000 two-way average weekday (AWD) trips are projected to cross the Willamette River. This compares to 48,000 AWD trips in 1978. Therefore, sufficient capacity is needed to accommodate nearly twice the current number of river crossing trips.

Trip origin and destination information was analyzed by obtaining selected links (from the SATS 4th Future Test System) of trips crossing the Willamette River and also of trips crossing a screenline between Church and Front Streets south of the Salem Central Business District. From this information a manual assignment of year 2000 AWD traffic was made to each of the design proposals. Map 1 shows the traffic assignment for the two-way bridge proposal, while Map 2 shows traffic assigned to a one-way proposal.

TRAFFIC COMPARISON

By comparing the traffic of Map 1 to Map 2 it can be seen that the two-way proposal results in higher traffic volumes entering the four key intersections of Center and Marion Streets with Commercial and Liberty Streets. This is a result of fewer ramp connections from Front Street to the bridges. As an example, only the Center Street Bridge has ramp connections to Front Street. Since the Center Street Bridge only serves traffic oriented to Dallas, all traffic to West Salem enters and exits the Marion Street Bridge through signalized intersections. Table 1 shows the comparison of traffic entering the four key intersections for each design proposal.

Because the ramp connections for the one-way proposal serves traffic oriented to both Dallas and West Salem, their traffic use is higher than the two-way proposal. As a result, less traffic passes through the four key intersections with the one-way proposal. Table 2 compares the ramp traffic for each design proposal.

LEVEL OF SERVICE ANALYSIS

In conducting level of service analysis it was necessary to convert weekday traffic volumes to peak hour volumes. This was accomplished by applying the peak hour percentage relationships obtained from traffic recorders located on the bridges. The initial analysis consisted of evaluating the level of service of the intersections at the east end of the Marion and Center Street Bridges.

Intersection Analysis

The two-way proposal analysis resulted in unsatisfactory levels of service during both AM and PM peak hours at the four key intersections at the east end of the bridges. This condition is caused by higher traffic volumes through the intersections. Also, three phase signals are needed to safely control the additional conflicting traffic movements which result from converting Marion and Center Streets from one-way to two-way operation. Three phase signals reduce intersection capacity as compared to the existing two phase signals.

The one-way proposal provides acceptable levels of service at three of the four key intersections. Level of service "E-F" was calculated during the PM peak hour at the Marion and Commercial Street intersection. The poor level of service at the Marion and Commercial intersection will cause traffic backups that are likely to result in "E" level of service at the Marion and Liberty intersection, rather than the "C-D" level as calculated. The solution to improve the "E-F" level of service appears to be a four-lane Marion Street Bridge.

Table 3 shows a comparison of peak hour level of service at the four intersections for each design proposal.

Bridge Analysis

Level of service analysis for the bridges consists of evaluating lane requirements, weaving conflicts and lane balance for operational safety.

The two-way proposal, routing Dallas traffic via the Center Street Bridge and West Salem traffic via the Marion Street Bridge, provides the least weaving conflicts on the bridges. A four-lane (two-way) Center Street Bridge provides "C" level of service on the bridge proper. A three-lane (two-way) Marion Street Bridge is proposed to have a reversible lane that provides two lanes in the peak travel direction. During PM periods, two lanes operate westbound and one lane eastbound. The projected PM peak hour volume for the one lane eastbound is approximately 1,700 vehicles. Level of service "D-E" would result.

The one-way proposal produces higher weaving conflicts on the bridges. The Center Street Bridge is calculated to require four lanes, however, the available weaving distance is deficient. The weave length is particularly poor for traffic approaching from Wallace Road which must make two lane changes to exit via the southbound Front Street off-ramp. The same is true for traffic approaching from Dallas which also must make two lane changes to exit via the northbound Front Street off-ramp. These weaving conflicts are expected to result in level of service "E" during peak periods on the Center Street Bridge. See Map 3, Alternate 1, illustrating lane changes.

A suggested design improvement to alleviate the weave conflicts on the Center Street Bridge is shown by Map 3, Alternate 2. Traffic approaching the Center Street Bridge from Dallas is separated so vehicles destined to the southbound Front Street off-ramp are in the outside right lane and traffic destined to the northbound Front Street off-ramp are in the outside left lane. This allows the Wallace Road approach traffic to make only one lane change to exit via either Front Street off-ramps. This improvement provides level of service "C-D" on the Center Street Bridge.

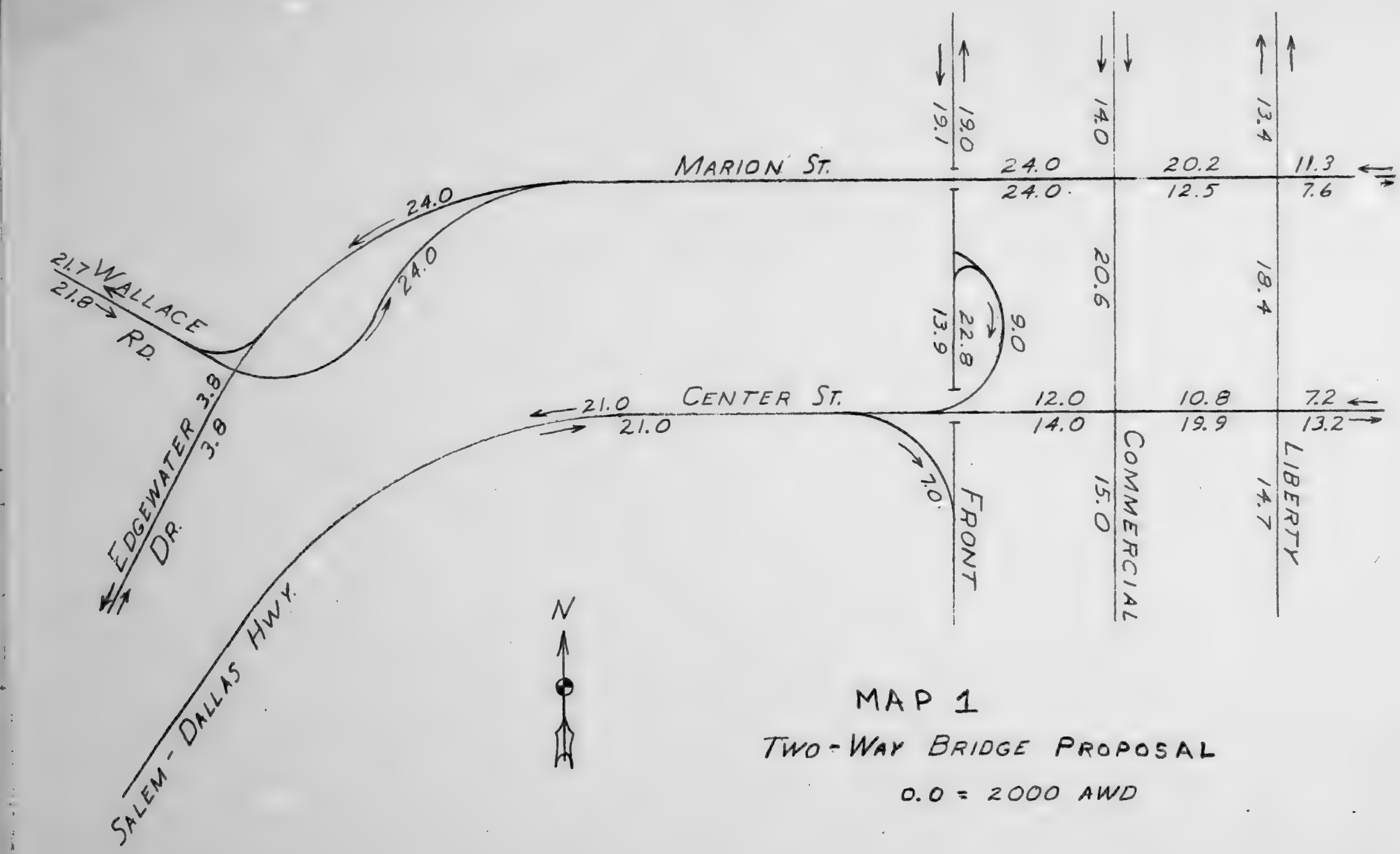
A three-lane (one-way) Marion Street Bridge is deficient in number of lanes for projected year 2000 traffic. See Map 4, Alternate 1. However, weaving conflicts are compounded (requires two lane changes from Front Street on-ramp to Wallace Road off-ramp) with a four-lane Marion Street Bridge. See Map 4, Alternate 2. A suggested design improvement to alleviate the weave conflicts with a four-lane Marion Street Bridge is shown by Map 4, Alternate 3. The improvement consists of providing three lanes for the Wallace Road off-ramp, requiring only one lane change for traffic entering the Front Street on-ramp and destined for the Wallace Road off-ramp. This improvement provides level of service "C-D" with a four-lane Marion Street Bridge.

SUMMARY

The two-way proposal results in unsatisfactory levels of service ("E" and "F") during both AM and PM peak hours at the four key intersections of Center and Marion Streets with Commercial and Liberty Streets. No solutions are apparent to satisfactorily improve the level of service of these intersections with a two-way operation.

The one-way proposal provides the best levels of service at the intersections on the east end of the bridges. Four lanes on both the Marion and Center Street Bridges are needed to accommodate projected year 2000 traffic. With four-lane bridges, design improvements as shown on Map 3, Alternate 2 and Map 4, Alternate 3 are needed to alleviate weaving conflicts.

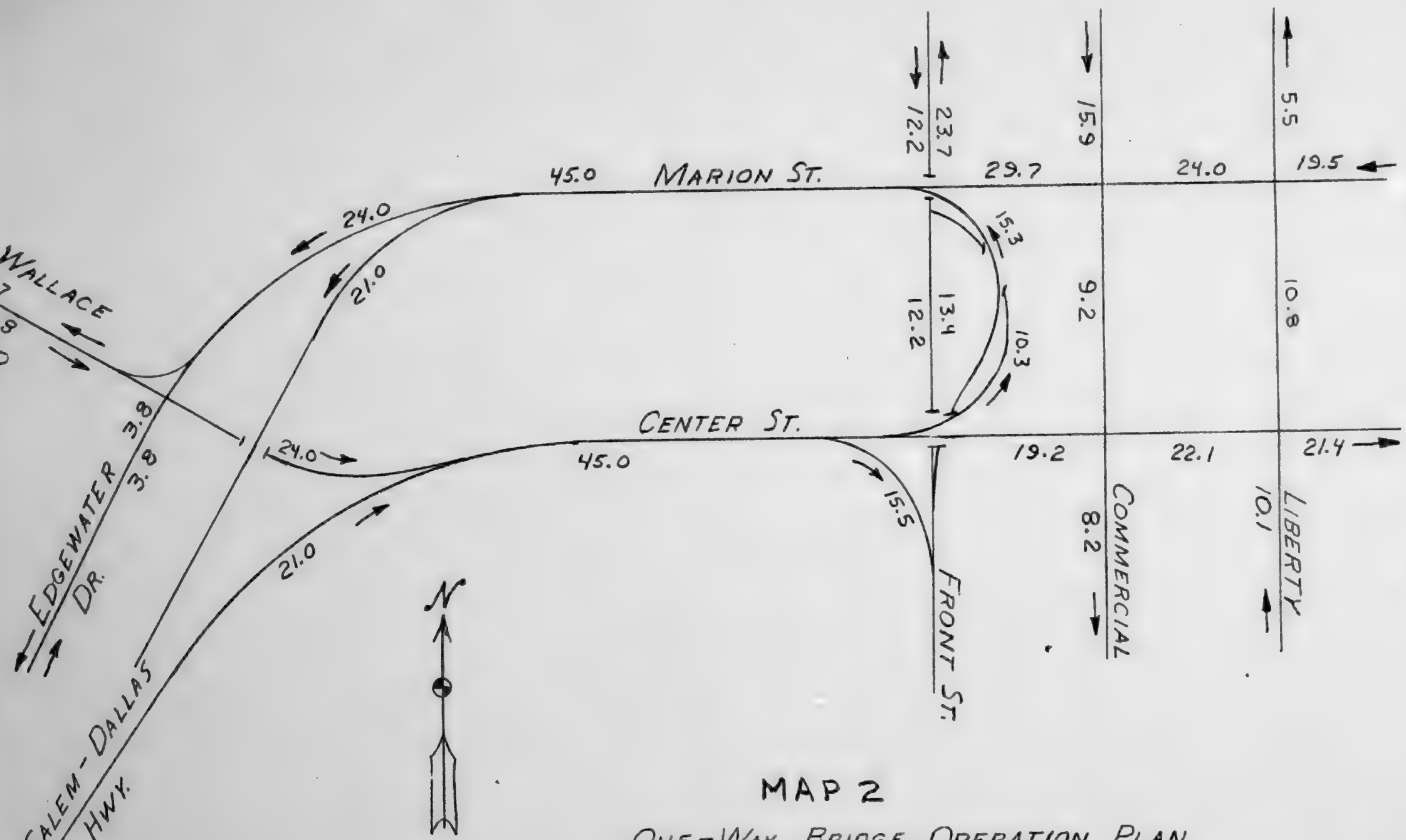
John Hanks
January 8, 1979



MAP 1

TWO-WAY BRIDGE PROPOSAL

0.0 = 2000 AWD



MAP 2

ONE-WAY BRIDGE OPERATION PLAN

0.0 - 2000 AWD

MAP 3

CENTER ST. BRIOGE

ONE WAY PROPOSAL

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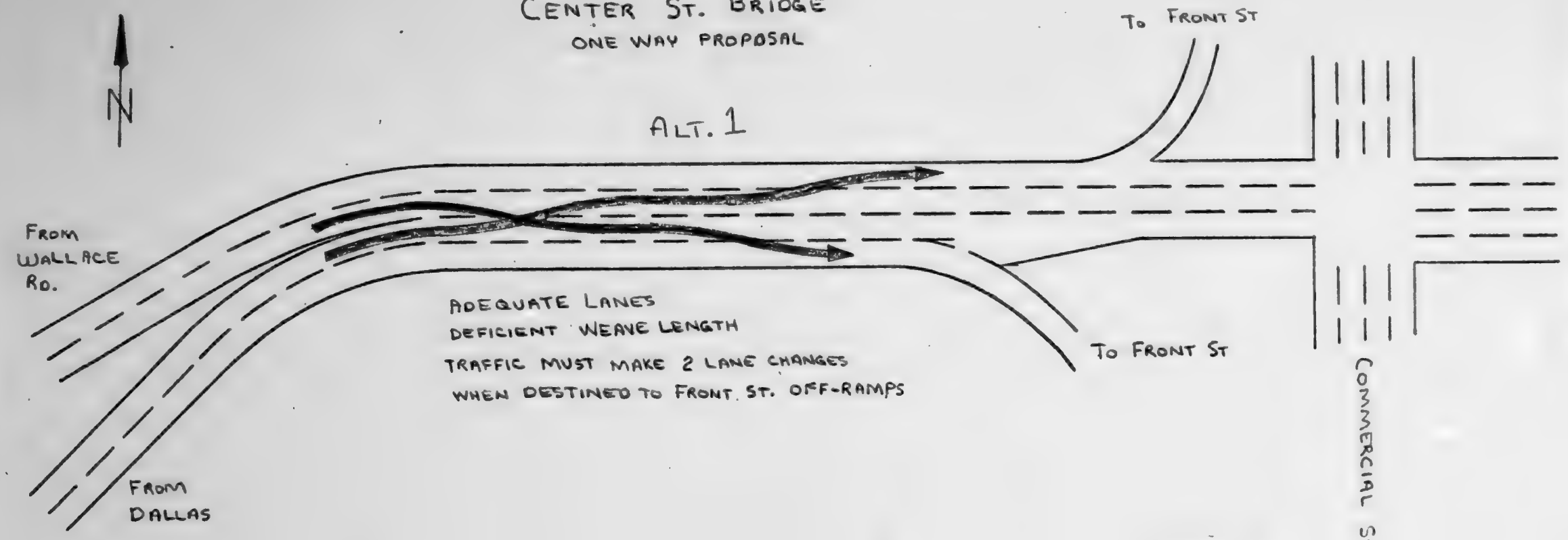
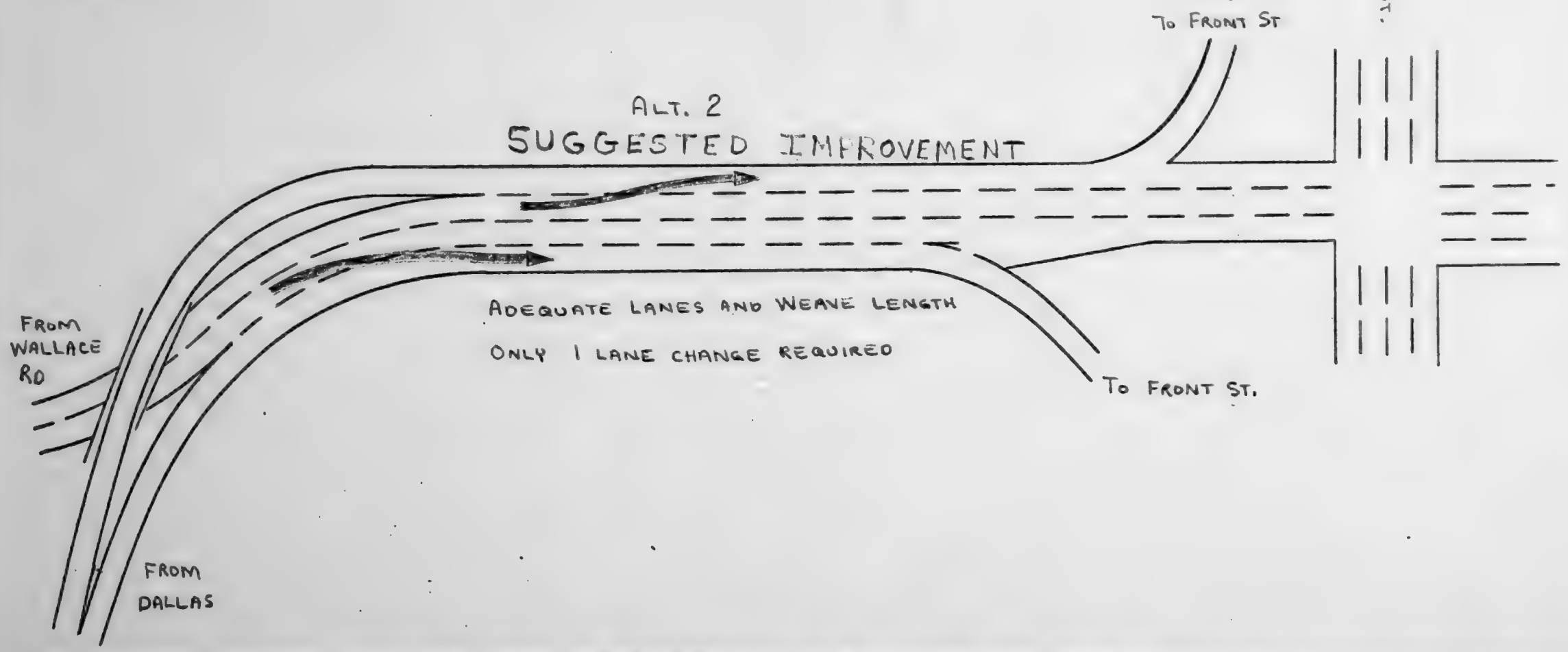
ALT. 1



ALT. 2

SUGGESTED IMPROVEMENT



MAP 4

MARION ST. BRIDGE

ONE WAY PROPOSAL

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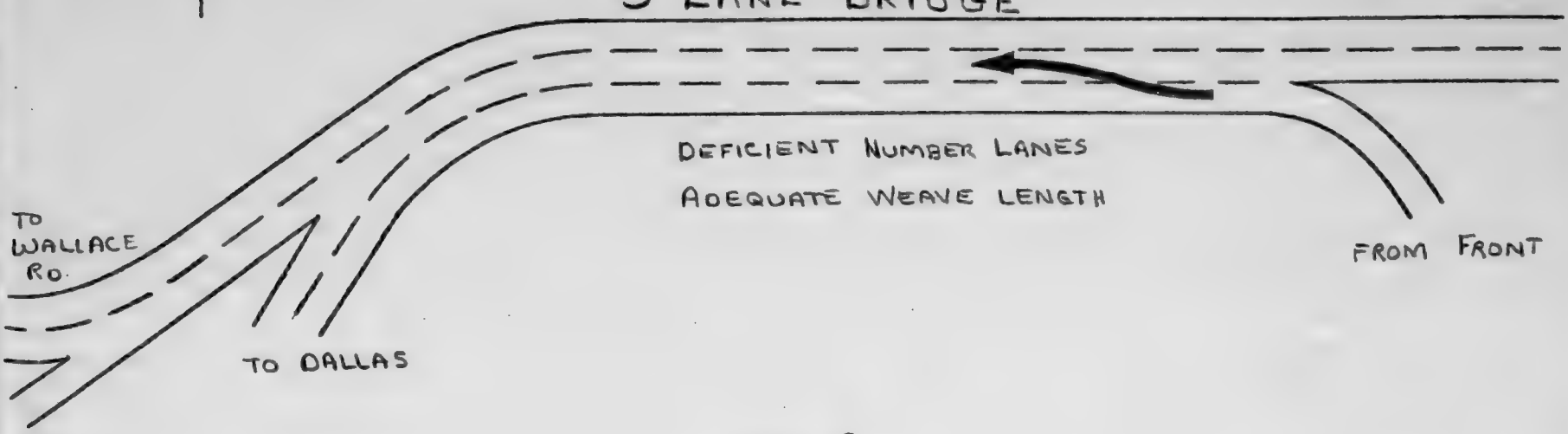
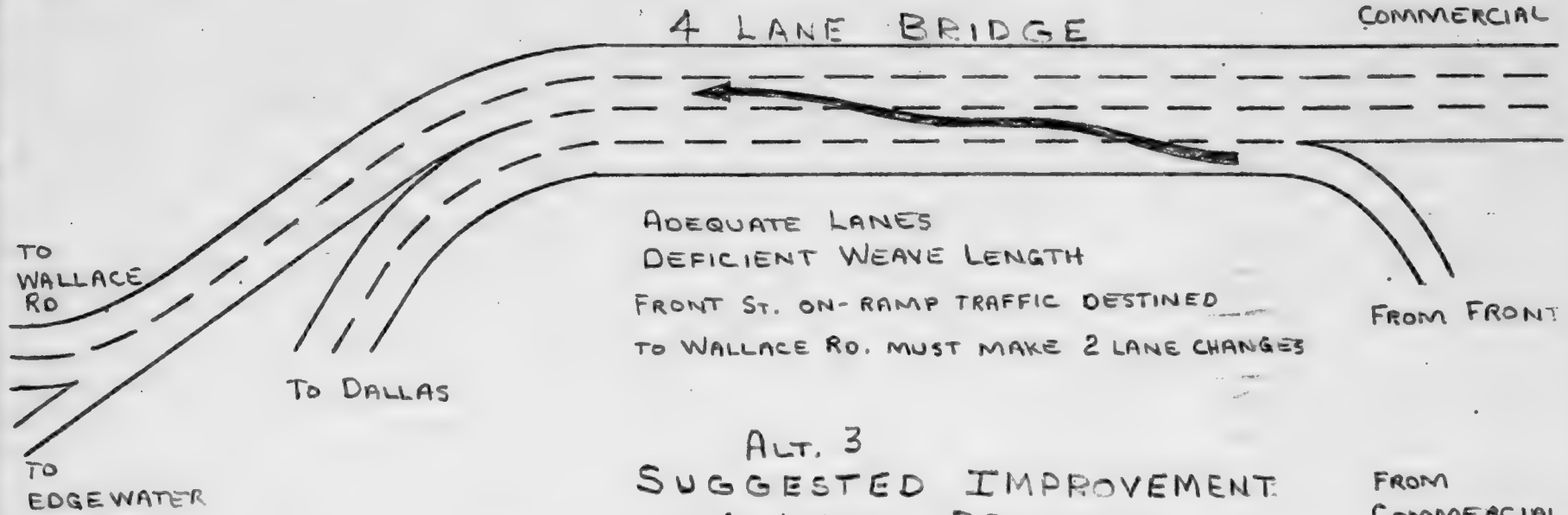
ALT. 1

3 LANE BRIDGE



ALT. 2

4 LANE BRIDGE



ALT. 3

SUGGESTED IMPROVEMENT

4 LANE BRIDGE

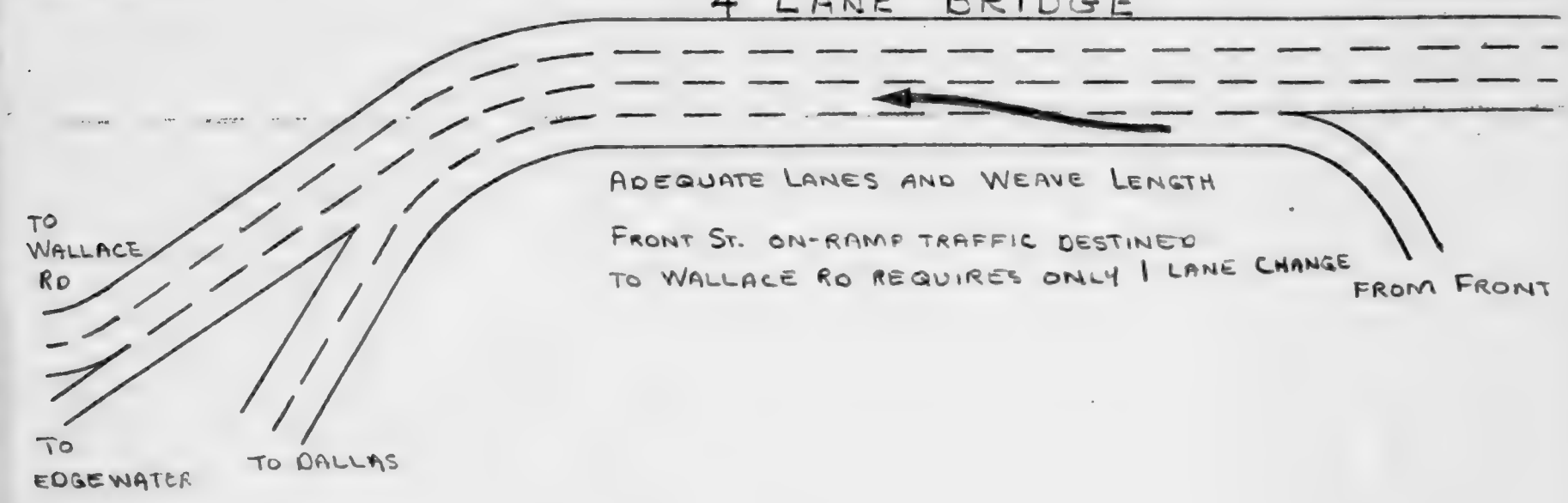


TABLE 1

COMPARISON OF TRAFFIC ENTERING INTERSECTIONS

Intersection	Year 2000 AWD Volume (1,000's) Two-Way Plan	One-Way Plan
Center and Commercial	45.4	28.4
Center and Liberty	41.8	32.2
Marion and Commercial	58.2	39.9
Marion and Liberty	42.2	30.3

TABLE 2

COMPARISON OF RAMP TRAFFIC

Bridge	Year 2000 AWD Volume (1,000's) Two-Way Plan	One-Way Plan
Center Street		
Off-Ramps		
To South	7.0	15.5
To North	-	10.3
On-Ramp	9.0	-
Marion Street		
On-Ramp	-	15.3
Total Ramp Traffic	16.0	41.1

TABLE 3

PEAK HOUR LEVEL OF SERVICE COMPARISON

Intersection	Two-Way Plan		One-Way Plan	
	AM Peak	PM Peak	AM Peak	PM Peak
Center and Commercial	F	F	C	C
Center and Liberty	F	F	C	C
Marion and Commercial	F	F	C	E-F 1/
Marion and Liberty	E	F	C	C-D

1/ The level of service improves to "D" level with four lanes on the Marion Street Bridge.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1978

Marion County
Department of Public Works
300 Senator Building
Salem, OR 97301

NOTED
E. S. HUNTER

Attention Mr. George T. Grove
Supervising Engineer

Willamette River (Independence) Bridge
Water Line Attachment
Bridge 5789

We have reveiwed the Robert E. Meyer Consultants proposal for attachment of a City of Monmouth 12" steel water main below the south sidewalk of the Willamette River Bridge at Independence.

We reviewed only the capacity of the bridge to carry the water main. Our review does not cover the design of the water line system. The cantilevered sidewalk and deck section of the bridge appear adequate without overstress for the water line loading as described. We would suggest specifying Parabolt or Phillips Red Head "wedge anchors" as expansion bolt options.

Walter J. Hart
Structural Design Engineer

L. L. Wallace
Assistant Structural
Design Engineer

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 9 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

Form 81-731-0027 (9-77)

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

December 21, 1978

Oregon Department of Transportation
Office of Technical Services
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

RE: Independence Bridge - Structural Analysis. Proposal to Support a New Water Main Under Bridge.

Gentlemen:

Attached please find a proposal submitted by Robert E. Meyer Consultants (representing City of Monmouth) to hang a 12" steel water line under the cantilevered sidewalk portion of the bridge deck.

This office would appreciate your structural analysis and report as to the structural capacity of this State designed County bridge to carry loads imposed by the proposed water main. Mike Porter, Staff Engineer for Robert E. Meyer, has been in contact with your office and was told that State could perform the above service if requested by County.

If there is any question or if further information is needed, please advise.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove

George T. Grove
Supervising Engineer

NOTED
E. S. HUNTER
RECEIVED
TECHNICAL SERVICES
DEC 28 '78
REFER TO Grant
FOR:
Info | Invest | R/D | O/R | Sign | Sol | File
X | X

NOTED
L. L. WALLACE

GTG:lk

cc: Ron Peterson, City of Monmouth

Phil Stearns, Region II, OSHD

John J. Green

RECEIVED
DEC 27 1978
BRIDGE SECTION

Attachment

NOTED
R. W. ELLIS

Robert E. Meyer Consultants

Engineers • Planners • Surveyors

Beaverton & Redmond
14250 S.W. Allen Blvd.
Beaverton, Oregon 97005
(503) 643-7531

1301-00

December 14, 1978

RECEIVED
DEC 15 1978
MARION COUNTY ENGINEER

Department of Public Works
Marion County Courthouse
Salem, Oregon 97301

Attn: Mr. George T. Grove

Re: Monmouth Waterline Crossing
Independence Bridge

Dear Mr. Grove:

We have completed the bridge hanger design and have included 3 sets of the hanger design, calculations and other information showing the intended location of the 12-inch steel water line.

On behalf of the City of Monmouth, we are requesting permission to construct this water line on the bridge. We understand that you will forward information to the Bridge Design Section, DOT for their analysis of the design. We ask that you return one set of these documents with any comments and approvals you may wish to give. If there is a formal application form to be executed by the City, you may send it through me.

Please notice that we have avoided using the wooden structure for support as you requested. The transition from the bridge to the ground will be made at each end very near to the point where the bridge meets the existing ground.

George, if you, or John Green, have any questions please do not hesitate to call me directly rather than correspond by mail. The same suggestion can be passed along to the State engineers when you forward the other sets. Thank you for your help.

Sincerely,

T. Michael Porter, P.E.
Staff Engineer

cc: Mr. Ron Peterson, City of Monmouth

TMP/mb

enclosures

9271

L.

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: December 20, 1978

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
E. S. HUNTER

SUBJECT: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion County

At the Interdisciplinary Team #1 meeting of November 30, 1978, you introduced a design scheme for two-way operation on the Marion and Center Street Bridges. The Center Street Bridge served two-way traffic oriented to the Dallas Highway, while Marion Street Bridge served two-way traffic oriented to West Salem (Wallace Road).

Team #1 members requested that the Traffic Section evaluate the level of service, operational and safety effects of this proposal. A preliminary study has been conducted and the results indicate that unsatisfactory levels of service will occur at the four signalized intersections of Marion and Center Streets with both Liberty and Commercial Streets. The best levels of service at these intersections will occur with retension of the one-way system.

A complete report providing more detailed analysis will be completed and submitted to you during the first week of January 1979.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

JH:cs

cc: E. S. Hunter
J. H. Versteeg
F. E. Terpin
Gary Potter
J. B. Boyd
Walt Hart
Bill Cranford

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TECHNICAL SERVICES
DEC 21 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9291

M E M O R A N D U M

TO: Jim Hockin, Clearinghouse Officer

FROM: Richard Knowles, Transportation Coordinator RLK

SUBJECT: A-95 - Willamette River (Center Street Bridge)

DATE: November 27, 1978

I would like to respond to this particular project request with the following comments:

1. The project is noted as having Environmental Impact (box 33) yet additional narrative indicates Category 3 (Major-Nonsignificant). These seem to be inconsistent. I question the Category 3 determination. I believe this project should be Category 2. My reasons are as follows:

   a. The Project Request for Marion Street Bridge widening and ramps was approved as Category 2. The reasons were:

      1) The project would potentially affect Wallace Marine Park.

      2) The addition of a third lane to Marion Street Bridge would have implications on land use and urban growth policies in West Salem.

      The Marion Bridge widening would add one lane and ramps at a cost of about $3.2 million.

   b. The Center Street Bridge replacement is a $25 million project involving the replacement of an existing bridge in the same corridor as the Marion Street Bridge widening project. It will pass over and adjacent to Wallace Marine Park, and it will have significant impact on land use and urban growth in West Salem. EIS noted

2. The PNR, page 2, states that the project will not impact a neighboring jurisdiction. The Center Street Bridge links Marion and Polk Counties. Therefore, any increase or reduction in bridge capacity directly affects both counties. Polk County has disagreements on Urban Growth Policies with Marion County and the City of Salem; and therefore this proposed project affects urban growth policies of Polk County, the City of Salem, and Marion County.

RK/cah

cc Alan Hershey, Director

Tony 12-12-78

Seems to me that Knowles should be trying to get these ramps built as cheaply as possible instead of introducing (voluntarily) delay, additional cost and inflation plus loss of user benefit. Who is he speaking for?

ESA

RECEIVED
TECHNICAL SERVICES
DEC 1978
REFER TO
FOR
Info | Invest | R/D | P/R | Ops | Act | Effe

7241

GENERAL FILES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 4, 1978
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion County

TO: MEMO TO THE FILES

An Interdisciplinary Team #1 meeting was held on November 30, 1978, on the subject project. Present were Terpin, Engelmann, Cranford, Hanks, Hunter, Fredrickson, Tebeau, Royer, Hart, Tindall, Versteeg, Boyd, Olson, Krohn, and Potter. The agenda is attached.

After covering all items on the agenda and discussing numerous issues surrounding the project, it was decided that more information is needed in the traffic engineering area, structure estimates, and general construction/staging cost estimates before we can decide which alternatives are eligible for further project development work.

Design listed the following alternatives to date:

Alternate 1 - Marion Street - Do nothing; use existing structure as is.

Center Street - Replace existing structure with a standard two lane structure.

Alternate 2 - Marion Street - Widen roadbed section of existing structure to three lanes.

Center Street - Replace existing structure with a standard three lane structure.

Alternate 3 - Marion Street - Widen existing structure to a standard three lane structure.

Alternate 3A - Marion and Center Streets - Construct standard three lane structures (same as Alternate 3) and stripe for four lanes.

Alternate 4 - Marion Street - Widen existing structure to a standard four lane structure

Center Street - Replace existing structure with a standard four lane structure.

RECEIVED
TECHNICAL SERVICES
DEC 5 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

In addition, Region 2 introduced a scheme for two-way operations on both bridges. Traffic and Design will look at that scheme from an operational standpoint. Region also expressed concern about the safety aspects of left-hand on-ramps.

The group agreed to meet again to decide on the alternatives when more information on cost and operations is available. Attached is the material distributed at the meeting.

GAP:ss

Attachments

cc: All Participants

7271

Salem, Oregon
November 24, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Traffic Projection and Analysis
Marion St. Center St. Structures

John Hanks
Bill Cranford

Preliminary Design is preparing plans for the Marion Street and Center Street Structures to be used in the environmental impact process. The selected design alternates will be used as a basis for a construction project as soon as plans, specifications, right-of-way, etc., can be completed.

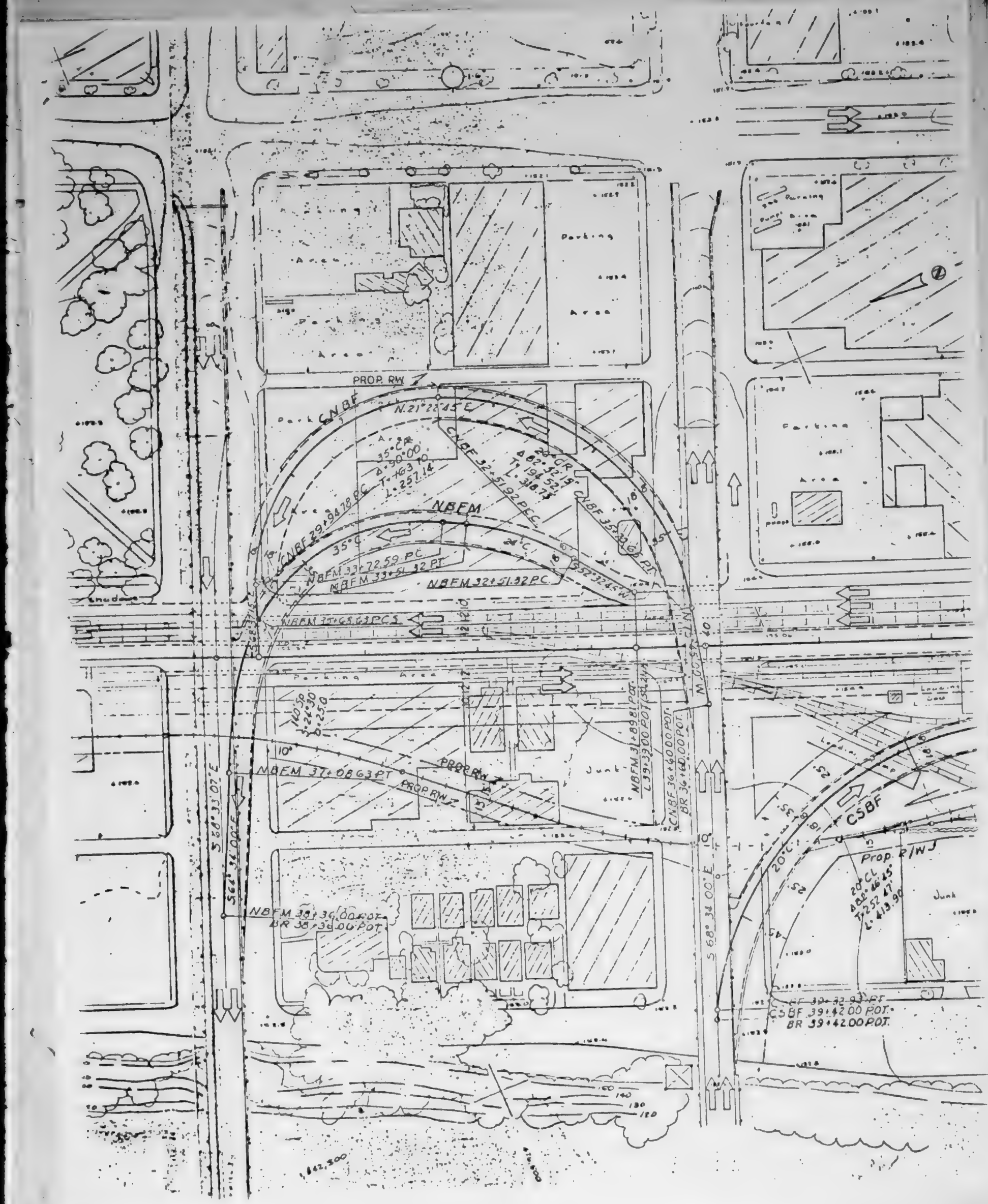
This is to confirm a previous request that Bill Cranford's Urban Studies Unit supply the projected traffic volumes and an analysis and justification for the various ramps.

John Hank's Project Analysis Group is requested to supply the operational analysis such as the number of lanes, turning movements, level of service, etc.

Considerable cooperation between the two Units may be required to insure reliable information and to avoid confusion among the users of the requested information.

Team #1 is scheduled to meet November 30 to discuss this project. Any information that could be made available for this meeting would be appreciated.

JWV:jh
cc: Gary Potter
L. E. George
Bill Tebeau


PROP. R/W
CNBF
N.21°22'45"E
35°CR
Δ 90°00'
T. 163.70
L. 257.14
CNBF 29+98.78 PC
NBFM
35°C
20°CR
Δ 82°32'13"
T. 194.52
L. 318.73
CNBF 32+51.92 PCC
CNBF 35+92.65 PT
NBFM 32+72.59 PC
NBFM 33+51.32 PT
NBFM 32+51.32 PC
S52°32'45"W
NBFM 37+65.63 PCS
Δ 30°24'30"
D 25.0
NBFM 37+08.63 PT
PROP R/W
S 60°33'07"E
S64°34'00"E
NBFM 39+36.00 POT.
BR 38+36.00 POT.
NBFM 31+89.81 POT.
L 39+39.00 POT. (SEC.)
CNBF 36+60.00 POT.
BR 36+60.00 POT.
M.C.O.S.
S 68°34'00"E
CSBF
20°C
Prop. R/W
20°CL
Δ 82°46'45"
T 252.47
L 413.90
CF 39+32.93 PT
CSBF 39+42.00 POT.
BR 39+42.00 POT.
Junk
Parking
Area
Landscaping
Enclosure

9211

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 13, 1978

Salem, Oregon

FILE: T 30-2

NOTED
H. S. COULTER

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Center Street & Marion Street Bridges
Willamina-Salem Hwy
Polk & Marion Counties

The west approach to the Center Street Bridge in Salem has been a subject of concern for a considerable time period. Most of this concern deals with the channelization prior to the structure. At this time, the effects of various modifications to the channelization and the points of channelization are being studied for impact by John Hanks' section. When the potential effects of these are determined, appropriate recommendations will be made.

A separate issue is an emergency operations plan. A preliminary meeting between Region personnel and City of Salem will take place on the 16th of November and options will be discussed. When appropriate, the Traffic Engineering Section will be notified and efforts coordinated.

DRW/rgl
L. E. George
R. A. Kuehn

RECEIVED
STATE HWY ENGR
NOV 13 '78
REFER TO
FOR
Info | Layes | R/D | D/R | Sign | Act | File

9291

L

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177

ALAN H. HERSHEY, *Director*

NOTE TO S. HUNTER CC Vensting Hont 11-9-78 JL

M E M O R A N D U M

TO: Bob Burco, Director, ODOT
Ed Hunter, Technical Services Engineer, ODOT
Ralph Hanley, City Manager, Salem
B. T. Van Wormer, Public Works Director, Salem
Bill Cranford, Urban Studies Supervisor
Gary Potter, Manager, Environmental Section, ODOT
Chuck Frederickson, Region 2 Engineer, ODOT
Phil Stearns, Region 2 Federal Aid Engineer, ODOT
Ernie Valach, Federal Highway Admin., Program Dev. Engineer
Bill Kappus, Federal Highway Admin., Area Engineer
Dick Knowles, Transportation Coordinator, COG
Doug Van Dyke, Traffic Administrator, City of Salem
Cam Gilmour, Project Manager, ODOT
Pieter Dykman, Research Coordinator, ODOT

DATE: November 3, 1978

RECEIVED
TECHNICAL SE.
NOV 6 78
REFER TO
FOR

FROM: Alan H. Hershey, Director, COG AH

SUBJECT: Marion and Center Street Bridges Coordination Meeting October 27th

The purpose of this memo is to follow up on the above meeting. The following conclusions were drawn from the discussion:

1. There is no confirmation that the Center Street Bridge is included in the 1978 Highway Act. Ernie Valach was asked if he would check to see if the Center Street Bridge is included in the 1978 Highway Act as passed by Congress and presented to the President for signature (signature pending). By copy of this memo, I am asking Mr. Valach if he would inquire from DOT's D. C. Office as to when the White House expects the signature.

2. A Project Request for Center Street Bridge has been prepared by Phil Stearns and is currently being reviewed by all affected agencies through the A-95 process. This draft of the Project Request asks for a Category 3 determination (Negative Declaration). However, discussion at our meeting indicated that it should not seek a Negative Declaration, instead it should be a full Environmental Impact Statement.

   COG intends to comment on the A-95 indicating that a joint meeting of the Federal Highway Administration, State Department of Transportation and

MEMBER AGENCIES:

State of Oregon. **COUNTIES:** Marion, Polk, Yamhill. **CITIES:** Amity, Aumsville, Aurora, Carlton, Dallas, Dayton, Detroit, Falls City, Gervais, Hubbard, Idanha, Independence, Jefferson, Lafayette, McMinnville, Monmouth, Mt. Angel, Newberg, Salem, Sheridan, Silverton, Stayton, Sublimity, Turner, Willamina, Woodburn. **SPECIAL DISTRICTS:** Chemeketa Community College, Marion County Fire District #1, Marion County Intermediate Education District, Yamhill County Intermediate Education District, Marion, Polk and Yamhill Soil & Water Conservation Districts, Salem School District 24J.

city officials concluded that the project should properly be an Environmental Impact Statement. We will ask that the Project Request be amended.

3. The Marion Bridge widening/bridge ramps project was approved by DOT as an EIS.

4. Our consensus was that the EIS work could and should be combined for both bridges. The question of timing seemed to indicate there would be little difficulty in coordinating the two, and there are many advantages to this.

   Salem City Council decisions on priorities and scheduling will probably be made by mid-December; EIS work should begin, at the latest, within six months (April 1). The remainder of the time is needed for processing the Project Requests.

5. ODOT Environmental Section representatives indicated ODOT would have the time and capability to do the EIS work. This was confirmed after the meeting with Gary Potter. Mr. Hanley agreed it would be preferable to the City for ODOT to do the EIS work. I indicated this is also what COG would prefer.

6. It was agreed that the principal liaison persons representing the City, COG and ODOT on the Marion and Center Street Bridges will be:

ODOT	- Chuck Frederickson, Region 2 Engineer
City of Salem	- B. T. Van Wormer, Public Works Director
Council of Governments	- Dick Knowles, Transportation Coordinator

We appreciate everyone's participation in the meeting and your assistance in bringing these two projects together in a single, well-coordinated effort.

AH/cah

9284 nig

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible] 47(7)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80363

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon, DOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-22-78

FEDERAL ROUTE NUMBER
Primary 47

STATE ROUTE NUMBER
Primary 30

GENERAL LOCATION:
WILLAMETTE RIVER (SALEM) BRIDGE SECTION

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION Including Archeology Salvage; TEC $240,000; FF $205,850

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-7-78.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-22-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Marion & Center St Bridges

DATE: August 15, 1978

RECEIVED
STATE HWY ENGR
AUG 17 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

8-17-78
Copies sent to:
G. L. Green
~~H.~~ S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
C. A. Fredrickson
Richard Kuehn
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

7-5-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUL 17 1978
STATE PARKS
BRANCH

PNRS STATE REVIEW

Project #: 780[illegible]20 Due Date: AUG 11 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

RECEIVED

By David B Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
JUL 25 1978

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 420 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By [signature]

7807 2 420

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Salem's comprehensive plan and efforts to update the plan (i.e. the Salem's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

7/20/78
DB

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 420 Due Date: AUG 11 1973

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

RECEIVED
DIVISION OF STATE LANDS

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: ~~OR DOT, HWY DIV~~

PROJECT TITLE: ~~Marion & Center St Bridges~~

PNRS #: 7807 2 420

DATE : ~~August 13, 1978~~

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of ~~August 15, 1978~~, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

cc:
- G. L. Green — Region 2 Engineer
- H. S. Coulter — District 3 Engineer
- F. E. Terpin — Aeronautics Division
- J. B. Boyd — B. L. Gifford
- J. H. Versteeg — Gary Potter
- W. J. Hart

RECEIVED
STATE HWY ENGR
AUG 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

7-5-78
BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUL 17 1978

PNRS STATE REVIEW

AUG 11 1978

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Projected ADT indicates that this project will require an Indirect Source Construction Permit.

Agency DEQ By Howard W. Harris

9291

8-9-78

L.

PROJECTS ARE ON THE STATE HIGHWAY SYSTEM

I-305 Transfer Projects

Projects that have been okayed by the FHWA for preliminary engineering are:

Center St. - State St. (Hawthorne Avenue)	$ 81,500
Chemawa - Hickory St. (Salem Expressway)	$424,000

Project waiting for FHWA approval:

Willamette River (Salem) Bridges	$240,000

July 1, 1971 to December 31, 1974

	MILES		
	Primary & Secondary	Interstate	Total
O'Lay	248	1	249
New Construction	14	25	38
Reconstruction	67	203	270
Miles Maintained			7,578
Number of Bridges			114

January 1, 1975 to June 30, 1978

O'Lay	395	135	530
New Construction	12	11	23
Reconstruction	108	127	235
Miles Maintained			7,584
Number of Bridges			79

ERH:lml
8-9-78

NOTED
F. B. KLABO

9291 --

July 6, 1973

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use Interstate transfer funds for two highway projects in the Salem area. Funds for these projects are available from the withdrawal of the Salem Freeway from the Interstate Highway System under Section 103(e) (4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Federal Funds	Local Matching Funds
Marion & Center St. Bridge Ramps & Marion St. Bridge Widening	PE., R/W & Const.	$3,070,000	$300,000

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Mid-Willamette Valley Council of Governments.

Sincerely,

RWS/sn
cc Mid-Willamette Valley Council of Governments
Department of Transportation
(Ext. 6388)

Governor

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 3, 1978

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

The Mid-Willamette Valley Council of Governments approved a Transportation Improvement Program for Fiscal Year 1978 for the Salem area on July 20, 1977. This program includes two street construction projects, which are to be built with Salem Freeway Interstate transfer funds. I recommend your concurrence in these projects. A copy of the projects descriptions is enclosed for your information.

Enclosed also is a draft of a letter to Glen Green, Division Administrator of the Federal Highway Administration. I will forward the necessary programming documents to the Federal Highway Administration.

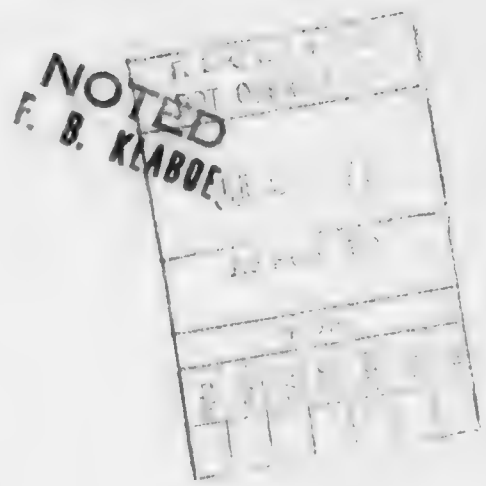
Sincerely,

Robert A. Burco
Director of Transportation

Encls.

cc Mid-Willamette Valley Council
of Governments

bc F. B. Klaboe
D. H. Moehring
Jim Hunter



July 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the July 18 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway and one request for approval of a project using Interstate Transfer funds withdrawn from the I-305 Freeway.

Portland is requesting a $2,807,000 project to widen and improve a 1.92 mile segment of Macadam Avenue between Bancroft Street and the Sellwood Bridge.

Four requests were received from Multnomah County. (1) An $890,000 project to provide a four-lane section with parking and sidewalks on a 0.85 mile segment of S.E. 182nd Avenue, (2) a $45,000 project to signalize the intersection of 223rd Avenue and Halsey Street, (3) a $1,400,000 project to realign and widen 1.62 miles of Cherry Park Road, and (4) a $2,282,000 project to provide a variable two-four lane section on 223rd Avenue and Towle Road, and replace the existing bridge over Johnson Creek, have been requested.

Salem is requesting a $4,670,000 project to provide a third lane on the Marion Street bridge and construct ramps to connect the Marion and Center Street bridges to Front Street.

Interstate Transfer funds for these projects are estimated at $10,400,620, with Local Government providing all of the required $1,693,380 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

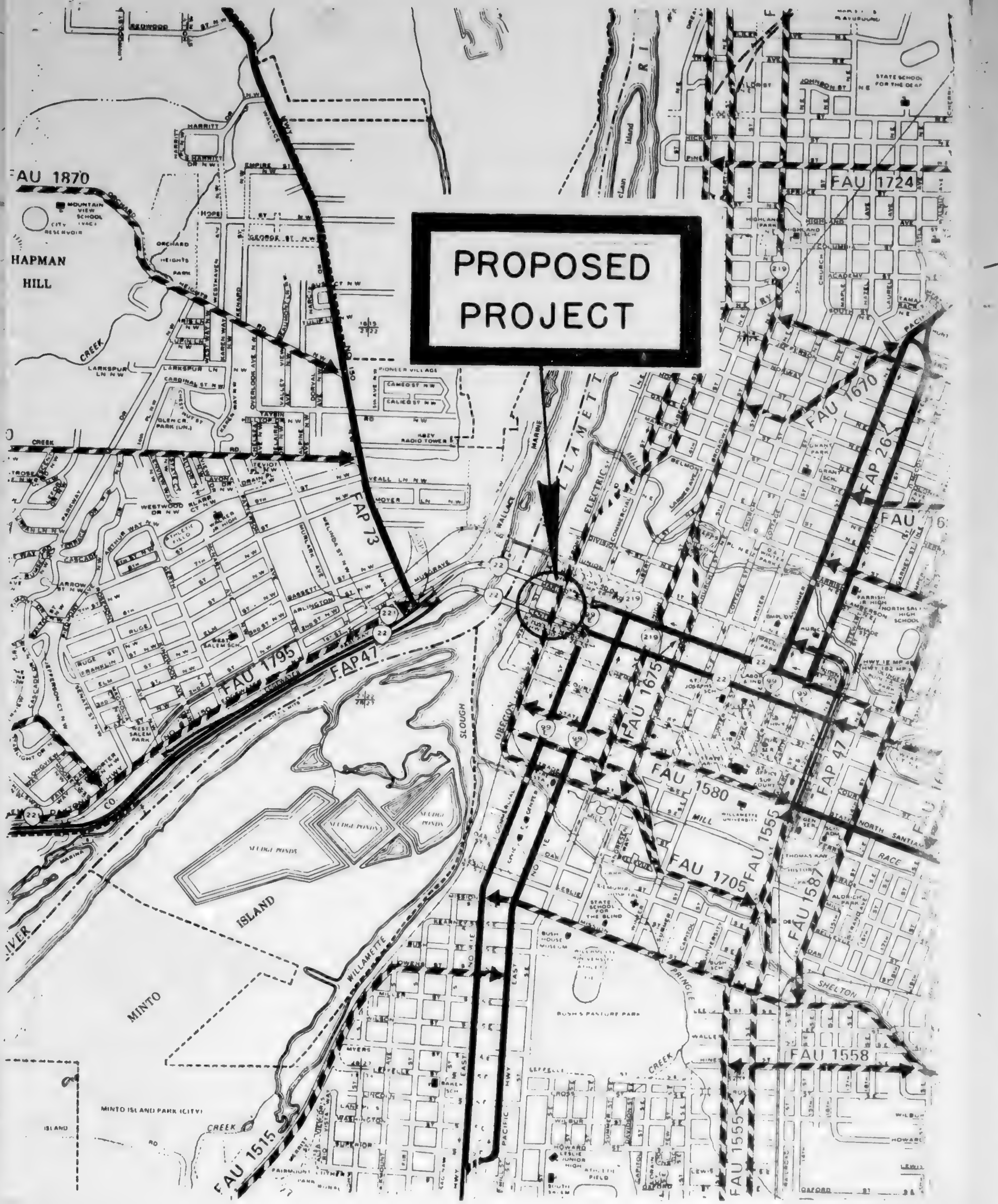
CITY OF SALEM
Proposed Interstate Transfer Project

Marion Street and Center Street Bridges
Structures and Illumination
$4,670,000

This project entails all the work and costs to widen the Marion Street Bridge to provide three travel lanes, construct ramps to the Marion and Center Street Bridges from Front Street, and construct a pedestrian overcrossing of Front Street.

Right-of-way is required for the bridge ramps and will be acquired as a participating item of the project.

State will perform preliminary and construction engineering.


PROPOSED PROJECT
FAU 1870
FAU 1724
HAPMAN HILL
FAU 1670
FAP 26
FAP 73
FAU 1795
FAP47
FAU 1675
FAU 1580
FAP 47
FAU 1705
FAU 1555
FAU 1587
FAU 1558
FAU 1515
FAU 1555
ISLAND
MINTO
MINTO ISLAND PARK (CITY)
SLOUGH
WILLAMETTE
PACIFIC HWY
EAST
SHELTON
RACE
MILL
CREEK
ELECTRIC
OREGON
SETTLE PONDS
BUSH'S PASTURE PARK
STATE SCHOOL FOR THE BLIND
STATE SCHOOL FOR THE DEAF
MOUNTAIN VIEW SCHOOL
CITY RESERVOIR
ORCHARD HEIGHTS PARK
GLEN CR PARK (UN.)
ATHLETIC FIELD
WEST SALEM SCH.
WEST SALEM PARK
HOWARD LESLIE JUNIOR HIGH
ATHLETIC FIELD
BUSH HOUSE MUSEUM
WILLAMETTE UNIVERSITY
PIONEER VILLAGE
HOEY RADIO TOWER
MARINA
SALEM

(FE) 934

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 5, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Marion & Center Street Bridges (Salem)
Highway: Willamina-Salem Hwy. OR. RT. 22
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Aug. 5, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 13 '78
REFER TO
FOR
Info | Init. | R/D | D/R | Sign. | Act | File

OREGON PROJEC. NOTIFICATION AND RE IEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation | 46] DIVISION: Highway

03 | 12] APPLICANT ADDRESS STREET: O'DOT Building | 46] CITY: Salem | 76] ZIP: 97310

04 | 12] CONTACT PERSON: D. H. Moehring | 46] AREA CODE: 503 | 49] PHONE: 378 | 56] EXTENSION: 6563

01 | 12] PROJECT TITLE: Marion & Center Street Bridges (Salem)

11 | 12] PROJECT LOCATION—CITY: Willamina-Salem Hwy. OR. RT. 22 | PROJECT LOCATION—COUNTY: Marion | PROJECT LOCATION SEC: T: R:

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] This project involves the construction of (1) an added lane on the Marion St. Bridge, and (2) ramps to the Marion and Center Street Bridges from Front Street

07 | 12] and a pedestrian overpass over Front Street.

08 | 12]

09 | 12]

10 | 12]

12 | AMOUNT REQUESTED—FEDERAL FUNDS | NON-FEDERAL MATCHING FUNDS | OTHER | TOTAL

12] (A) Grant	20] (B) Other	28] (C) State	36] (D) Local	44] (E) FUNDS	52] (F) FUNDS
3,070,000			500,000		3,570,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 | 12] FEDERAL AGENCY NAME: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME: FHWA

17 | (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No [X] 30 Date: Transportation Improvement Program

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes [X] 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: Aug. | 43] DAY: 5 | 45] YEAR: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Major-Significant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 6, 1978

Section _____ Unit (if appl) _____

County Marion City Salem

Highway Marion St. Bridge-Center St. Bridge State Hwy. No. ORE 22

Termini: M.P.(if appl) _____ Length 4900'(added lane on Marion Bridge)

Region 2 Construction Estimate Attachment
Program Amount

B. Purpose of Project:
The purpose of this project is to provide additional bridge capacity for cross-river traffic demands and to improve the operation of the Front Street Bypass. Current bridge capacity is 17,500 but a volume of 21,800 is expected on the Marion Street Bridge by 1980. This increase is related to population growth in West Salem, the continued development of the downtown, and to increased regional trips. These improvements are intended to provide 16,300 ADT of additional capacity, which should be sufficient to accommodate Year 2000 projected traffic demands on the Marion Street Bridge. (Continued on attached sheet).

C. Origin & History of Project:
The history of these projects can be traced to the Central Salem Development Plan (bridge ramps) and Mission Street-Pringle Creek Parkway Corridor Transportation Study (bridge lane). The former identified the need for bridge ramps as a type of facility improvement that would provide additional, needed capacity both quickly and at comparatively low cost. The latter study evaluated the need for additional bridge capacity, and proposed several less expensive bridge improvements in lieu of additional bridge construction then proposed at Mission and Pine Streets.

D. General Description of Project: See Attachment "C".

Alignment: New X (Marion St. Bridge) Existing _____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. Ø ; Shldrs. Ø ; Parking Ø

Proposed: No. Lanes 3 ; Med. Ø ; Shldrs. Ø ; Parking Ø

Traffic: Existing Facility: Existing ADT 17,800 ; Projected ADT 21,720 ; Yr. 1980

Existing Level of Service E

Proposed Facility: Projected ADT 21,720 ; Yr. 1980

Right of Way: Additional anticipated (Bridge Ramps) Yes (Yes, No); if yes, give approx. No. Parcels 4

Acres 1.3; Type of Relocation Req. Commercial; No. 8

Materials Source, Borrow, Waste Disposal Requirements, if any:
Materials needed for this project can be supplied by local commercial suppliers. Borrow will not be required for this project. All waste materials will be disposed of in accordance with OSHD standard specifications for Highway Construction. Special care will be taken to preserve the water quality of the Willamette River.

Type of Structure(s):
The Marion Street Bridge is a 4900' long plate girder bridge, 36' wide; and presently accommodates two traffic lanes and two sidewalks. The sidewalks will be removed and minor widening done to provide three traffic lanes. The bridge ramps will be concrete box girder design, to accommodate one traffic lane each, shoulders, and no sidewalks. In order to accommodate pedestrian/bicycle traffic, it may be necessary to include sidewalks on the bridge ramps. The design of the pedestrian overpass at Front Street has not yet been determined.

Brief Description of River or Stream and Type of Involvement, if any:
These projects either pass over or are adjacent to the Willamette River. Alternative 3 would require that additional footing and pier be constructed below water line. During construction there will be increases in turbidity. Construction would be coordinated with the Oregon Department of Fish and Wildlife to prevent damage to the fish runs.

Local City, County or COG priorities of project:
These projects are contained in the SATS Transportation Improvement Program and are identified in a Memorandum of Understanding between SATS, Salem and Marion County to receive the allocation of Interstate Transfer funds from the withdrawal of I-305.

FHWA and/or OSHD approvals given, if any:

None at present.

Location or Design Alternatives (identify and describe):
See Attachment "D".

Other Descriptive Information or Comments:
Because of the interrelatedness of these projects in their design and ability to accommodate traffic flow, it is recommended that the Environmental Impact Statement evaluate these as joint projects.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The Marion Street Bridge project (added lane) spans the Willamette River and portions of Wallace Marine Park in West Salem. A fairly dense canopy of trees and shrubs exists in this park; Willamette silt loam soils underlay the east bank of the Willamette River. The proposed bridge ramps, situated in an extensively developed commercial area, are also underlain by Willamette silt loam type soils. There are no known geologic hazards in either of the areas traversed by these projects.

2. Cultural:

The western section of the added lane, located in West Salem, occupies an area of natural vegetation; adjacent land uses include commercial and large tracts of industrial property. An industrial railroad track (S.P.R.R.) is situated some distance to the west of this project.

The eastern section of the added lane and the two bridge ramps are located in an older, extensively developed commercial-industrial area on the western edge of the Central Business District. Although not directly affected by the ramp projects, single- and multi-family housing is now located some distance to the west of the ramps.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Several large parcels of commercial and industrial land will be required. These properties are older, generally deteriorated structures whose elimination is consistent with the city's plans to redevelop Front Street.

2. Estimated Impact on Traffic Patterns:

It is expected that the ease and convenience of trip making across the Marion Street Bridge will be improved as a result of this structure's increased capacity. It is also anticipated that the installation of the ramp onto the Marion Street Bridge should reorient traffic patterns within the downtown: (see attached page)

Consequences--Air Quality, Noise, Safety, etc.:

The Regional Parking and Circulation Plan - Phase I - does not predict any violations of the CO Standard downtown by 1980. The plan assumes the Front Street Bypass and the bridge widen and bridge ramps are constructed. The year 2000 noise levels predicted for the easterly portion of the project by the Front Street Bypass Draft EIS are in excess of standards.

3. Estimated Impact on Land Use:

The additional accessibility provided by the added lane and bridge ramps should support--and possibly encourage--the development of West Salem and the downtown.

Consequences:

These are anticipated and intended consequences. Current policy emphasizes the economic growth within the downtown and the continued, orderly development of West Salem.

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

The areas of principal concern would include Marion Square Park and Wallace Marine Park. Neither would be directly effected, although increased traffic along the western edge of Marion Square Park may be anticipated.

7. Potential for Controversial Issues:

Some potential for controversy exists and should focus on the degree to which the growth of West Salem is effected by these projects, the increased traffic at Marion Square Park, and the reorientation of downtown traffic circulation patterns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Previous air quality studies (draft EIS-Willamette River Bridge) indicated that improvements similar to these should not exceed air quality standards.

b. Noise Standards

Preliminary calculations of noise quality levels at a distance of 30' indicate a 1980 volume of 75 dBA along the Marion Street Bridge.

c. Water Quality Standards

Under Alternatives 1 and 2, the widening of the Marion Street Bridge should not involve pier reconstruction, water quality should not be affected. Alternate 3 would involve some construction below water line.

d. Area Land Use and Transportation Plans, and Zoning

These projects are contained with existing land use and transportation plans.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

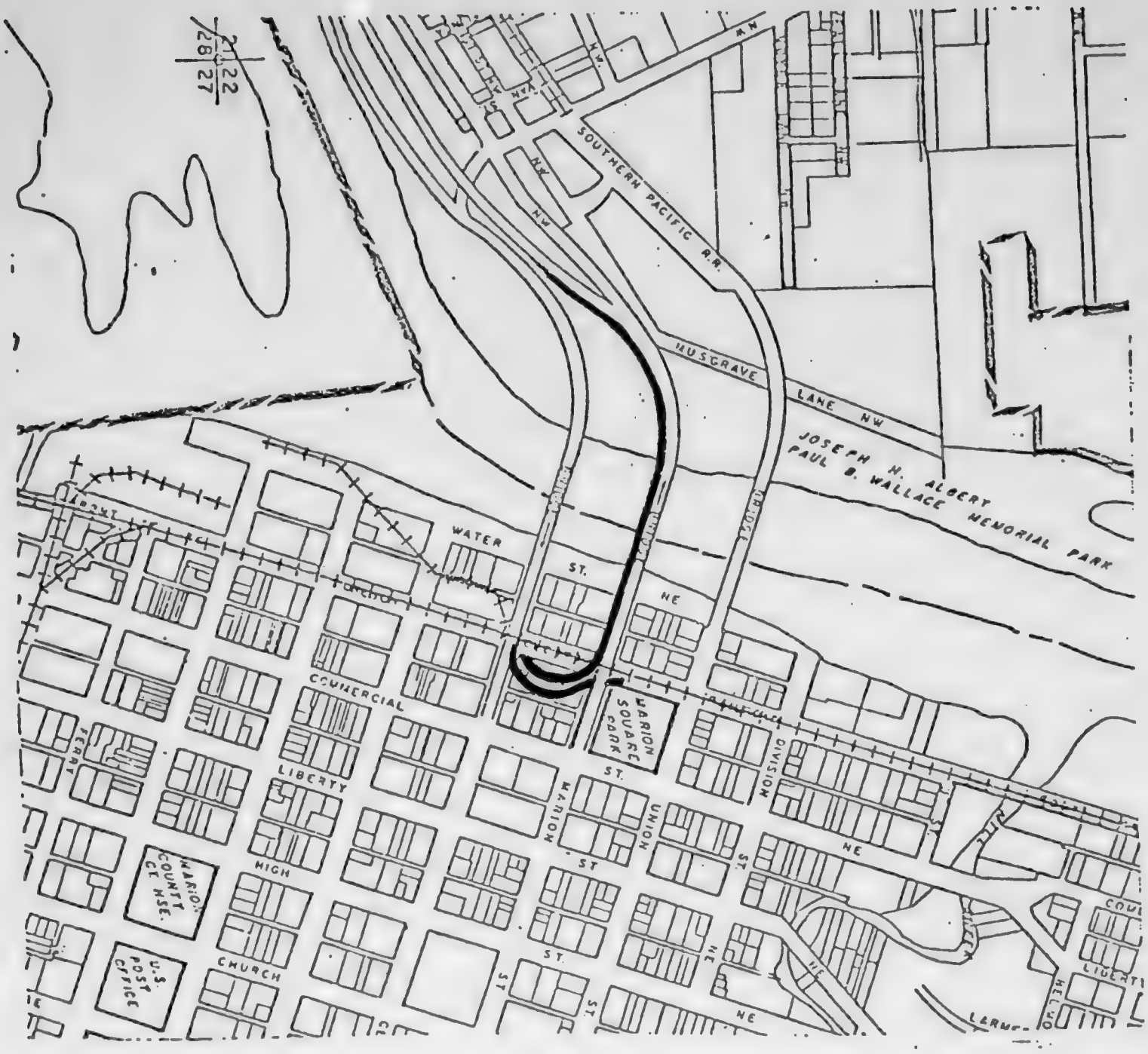
Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 _____ 3 _____ 4

	M.P.	Ch. No. Acct. No.	Name and Bridge No.		Code-Length		Description
C	25.82	27-15 161-03	Willamette River Off Ramp To Hwy No 150 72538	H-20	4-	400'	8-50' RCDG Spans H.C. 26-00 D.S. 030 1953
	25.90		County Line				Polk-Marion
	25.90E	24-16 161-01	Willamette River Center St Br East Bnd Only 0123-A	H-15	4- *40- 34- 54- Total	1254' 723' 123' 84' 2184'	2-40', 6-25', 6-60' RCDG Spans, 3-153' Steel Dk Trusses, 1-123' Steel Cant Span, 1-153', 1-111' Steel Dk Trusses (680T), 1-84' St Dk Gir, 5-49', 1-51' 1-65', 1-51', 2-45' RCDG Spans H.C. 24-00 V.C. 15-11" 1953
	25.95W	24-16 161-02	Willamette River Marion St Bridge WB Only 7253	H-20	4- *54 Total	1623' 770' 2393'	13-50', 5-55', 1-65', 2-66' RCDG Spans, 1-211' 1-252', 1-211', 1-96' St Dk Gird, 5-19', 1-50', 1-65', 1-51', 2-45' RCDG Spans, 1" WS H.C. 26-00 D.S. 108 1953
	26.13E	24-16	Jct				Pacific Hwy E No 1-E SB Commercial & Center Sts
	26.18W	24-16	Uxing Sign Br M386				H.C. 26-00 V.C. 14-09
	26.19W	26-16	Jct				Pacific Hwy No 1-E (Commercial & Marion Sts)

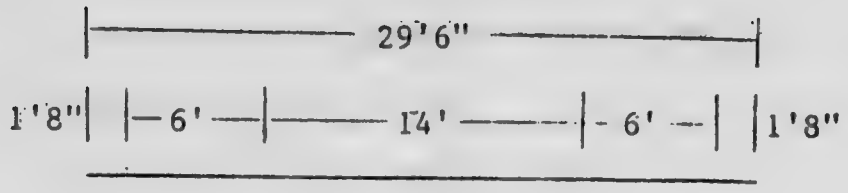
PROJECT LOCATION MAP

MARION STREET BRIDGE -LANE AND BRIDGE RAMPS



PROPOSED TYPICAL SECTION[1]

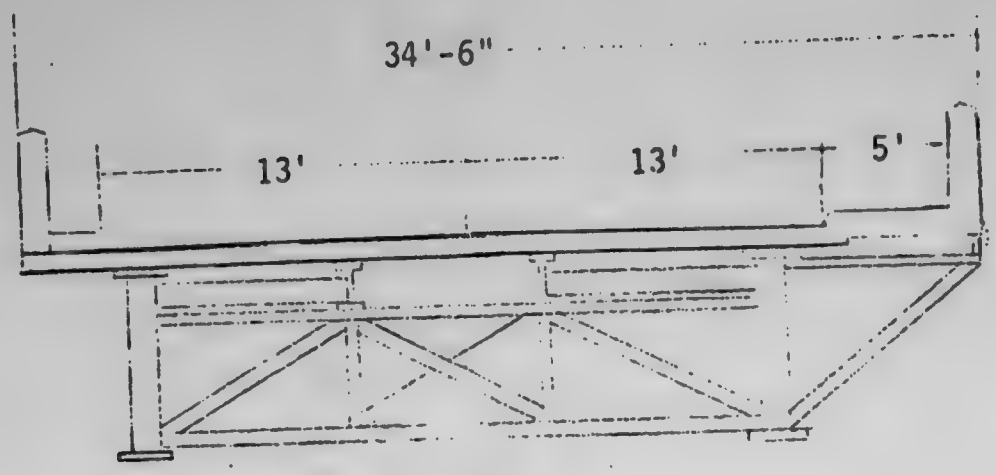
CENTER-MARION STREET BRIDGE RAMPS



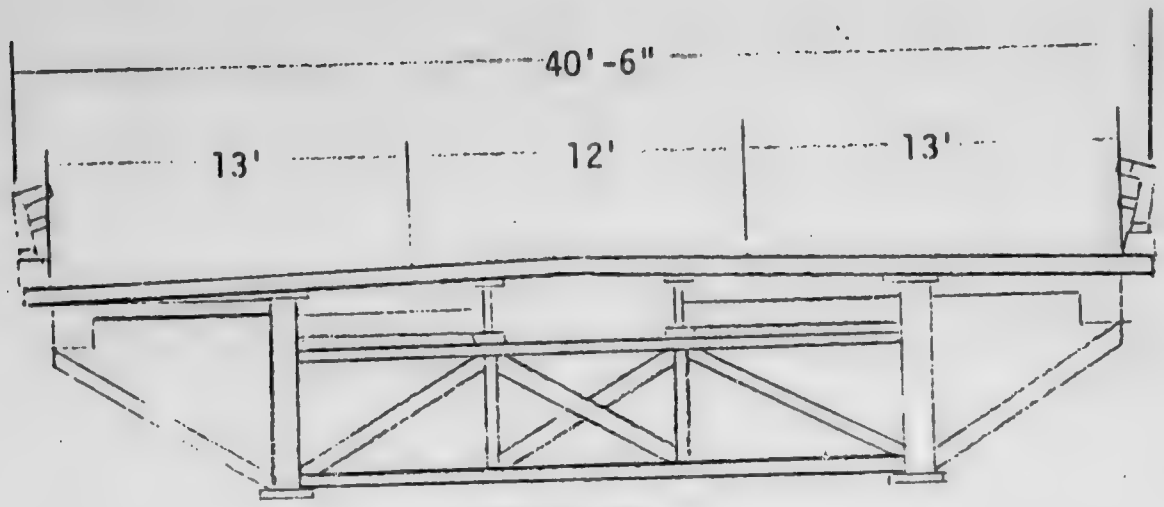
[1] Similar to cross-section design, Center Street Bridge Ramp

ATTACHMENT "A"

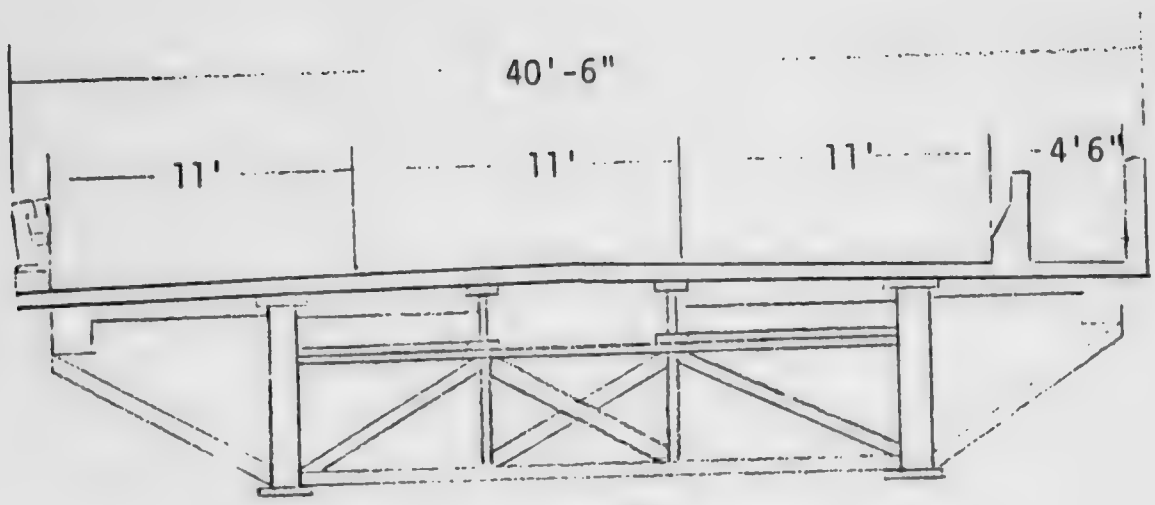
MARION STREET BRIDGE
Cross-Sections



EXISTING

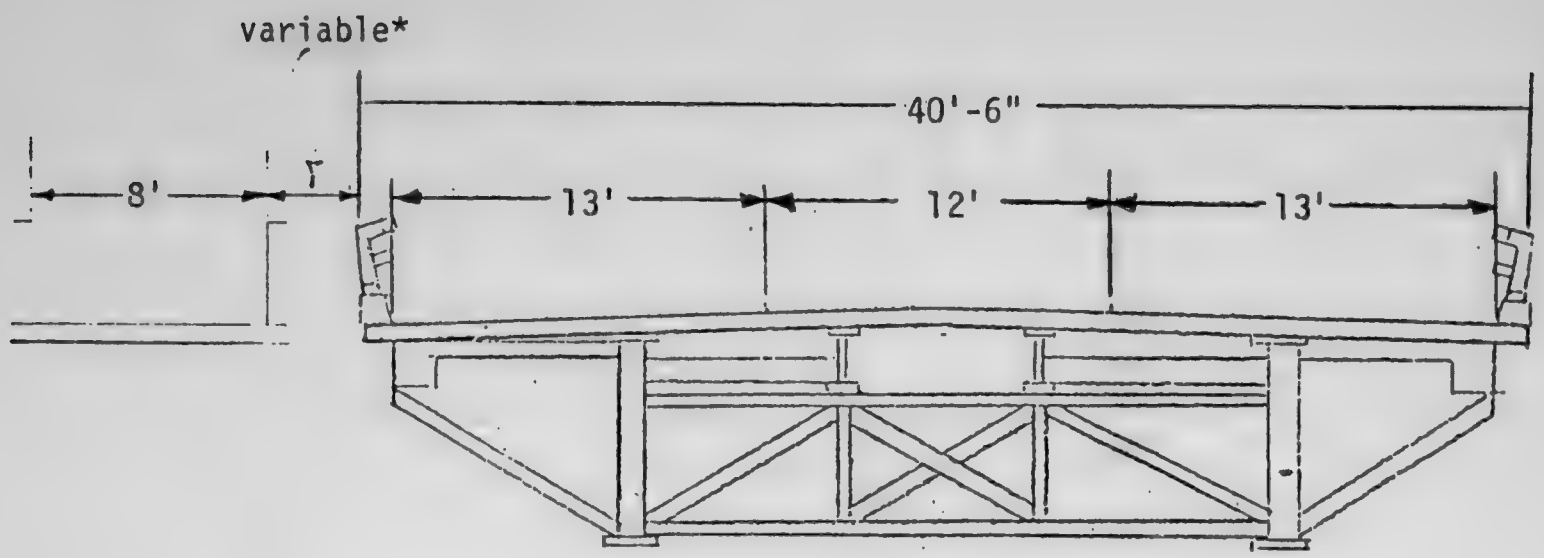


ALTERNATIVE 1



ALTERNATIVE 2

ATTACHMENT "A" CONTINUED



ALTERNATIVE 3

*The additional structure could be free-standing or attached to the Marion Street Bridge.

ATTACHMENT "B"

COST ESTIMATE

	Alternative 1	Alternative 2	Alternative 3
Roadwork			
Right-of-Way Costs	500,000	500,000	500,000
Traffic Control			
Illumination	20,000	20,000	20,000
Structures	2,810,000	2,810,000	3,810,000
Railroad			
Other			
Preliminary Engineering	240,000	240,000	340,000
PROJECT TOTAL	3,570,000	3,570,000	4,670,000

ATTACHMENT "C"

D. General Description of Project:

This project is composed of two parts. The first part would add two additional bridge ramps, one onto the Center Street Bridge and one onto the Marion Street Bridge. Combined, these ramps would provide at least 5,500 ADT of additional capacity, and would be designed similar to the current ramp on the Center Street Bridge (one travel lane, two shoulders). Also included is a pedestrian/bicycle overcrossing of Front Street located to the south of Center Street.
(2) The second part of this project is extremely complex and the exact solution is not known at present. Three separate alternatives are proposed. The Environmental Impact Process will help determine what the preferred alternative should be.

Alternative 1 - Add an additional travel lane to Marion Street Bridge. This would require widening the structure on both sides for a total of 6 feet and eliminating the sidewalk. There would then be three travel lanes, two at 13' and one at 12' wide (see Attachment A). Existing pedestrian traffic would be handled by Center Street Bridge.

Alternative 2 - Add an additional travel lane to Marion Street Bridge. This would be accomplished as stated in Alternative 1. There would then be three travel lanes each 11' wide and a new 5' sidewalk (see Attachment A).

Alternative 3 - This alternative would be to widen the structure to the same configuration as Alternative 1. The existing pedestrian traffic from both the Marion and Center Street Bridges would be accommodated on a new pedestrian/bicycle structure. This structure could be attached to Marion Street Bridge or free standing on new alignment.

ATTACHMENT "D"

Location - Alternatives would include only the build and no-build options for the added lane on the Marion Street Bridge. Under Alternative 3, the location of an additional structure has not been determined and would require further study. Different alignment and touch-down points would be considered as locational alternatives for the bridge ramps and the pedestrian walks and the pedestrian overcrossing at Front Street.

Design - Alternatives for the added lane are all similar. Different alignments (vertical and horizontal) for the bridge ramps and the pedestrian overpass, the additional structure and different cross-sections will be evaluated.

9X11

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. William L. Cranford
Urban Studies Supervisor

DATE: May 4, 1978

FROM: Walter J. Hart
Structural Design Engineer

SUBJECT:

Marion Street Bridge
Willamina-Salem Highway
Marion County
Bridge 7253

The proposal to add a ramp on the Marion Street Bridge and widen to handle three lanes of traffic has been studied, as requested in your letter of April 25, 1978.

The maximum width this bridge can be widened to, if a sidewalk is maintained, is 32 feet. This allows two 11-foot outside lanes and a 10-foot inside lane. The usable sidewalk width would be four-foot six inches. The widening would begin where the ramp comes into the bridge. At this point a 26-foot wide ramp would blend into the outside 11-foot wide lane. This is not a desirable situation but is the only solution if a walkway must remain on the Marion Street Bridge.

If a walkway is not required a 38-foot roadway could be provided which allows two 13-foot outside lanes with a 12-foot inside lane. If this alternate is selected all pedestrian traffic would use the Center Street Bridge. At the time the Center Street Bridge is replaced a barrier could be placed on the Marion Street Bridge to allow a temporary pedestrian crossing and a 32-foot roadway on this bridge.

JMT:smd

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAY 4 '78
REFER TO
FOR
Info | Invest | R/D | U/R | Align | Act | File

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 24, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Building
Salem, OR 97310

Dear Mr. Green:

I request your approval to use Interstate transfer funds for a highway project in the Salem area. Funds for this project are available from the withdrawal of the I-305 Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Enclosed are copies of a resolution adopted by the Mid-Willamette Valley Council of Governments, through SATS, covering this request.

Federal funding of $11,071,000 will be matched with local funds of $1,833,000 for P.E., R/W, and Construction.

I have directed the Oregon Department of Transportation to process further requests for funding with the Federal Highway Administration.

Sincerely,

Governor

RWS:sn

Enclosures

cc Frank Mauldin
Transportation Coordinator
Salem Area Transportation Study

RESOLUTION NO. 3110

WHEREAS, there is an identifiable need for the installation of bridge ramps, the installation of an added lane on the Marion Street Bridge, and the construction of a controlled-access arterial to replace Interstate 305; AND

WHEREAS, these projects are identified to receive Interstate Transfer funding in a joint Memorandum of Understanding between the City of Salem, Marion County, and the Coordinating Committee of the Salem Area Transportation Study; AND

WHEREAS, Federal Interstate Transfer funds are scheduled, through the SATS Transportation Improvement Program, for the construction of the bridge ramps and Preliminary Engineering on the Marion Street Bridge and I-305 Replacement Arterial projects during Fiscal Year 1978; AND

WHEREAS, a portion of the $5 million authorized by Congress from Interstate Transfer funding during Fiscal Year 1978 is available for use on these projects; AND

WHEREAS, a Project Application must be filed with the Oregon Department of Transportation to program Preliminary Engineering funds for these projects; NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the Mayor and City Recorder be and hereby are authorized to sign the appropriate application on behalf of the City, with the Oregon Department of Transportation for the development of the I-305 Replacement Arterial, Bridge Ramps, and Marion Street Bridge projects.

ADOPTED by the Common Council this 26th day of September, 1977.

ATTEST:

CITY RECORDER

1981 N. Yamhill R. (Oak Ridge Rd.) Br. sec. of Oak Ridge Rd. (Structure) 9292

C+A 6721 10-19-78, 12-9-80

9292

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8/16/84

COUNTY: YAMHILL AGREEMENT NO: 6721 PROJECT NO: SOS-3600(1)

CONTRACT NO: 9292 SECTION: N. Yamhill R. (Oak Ridge Rd.) Br.

PRELIMINARY ENGINEERING (Prefix No. 236-1964):

	PARTICIPATING	NONPARTICIPATING
Resident Engineer	$ 8,602.93	
Final Design	989.00	
R/W Descriptions	2,307.72	
Region Geology	2,471.43	
Traffic Section	69.32	
Landscape Section	1.80	
R/W Liaison & Relocation Plans	15.00	
Location	836.81	
Project Management	167.87	
Administrative Services	57.81 CR	
Environmental Section	187.51	
Structural Foundations	4,888.51	
Bridge Design (No Cost to County)	8,354.90	
Specifications (No Cost to County)	1,005.85	
TOTAL PE COST	$ 29,840.84	$ - 0 -
Less Bridge Design, Plans & Specs	9,360.75	
TOTAL P.E. COST TO COUNTY	$ 20,480.09	$ - 0 -

RIGHT-OF-WAY (Prefix No. 236-2516):

Net Cost Land Purchased	$ 1,100.00	
Appraisals, Witness Fees, Etc.	1,058.78	
Miscellaneous-Grants to Local Gov.	100.00	
Title Cost & Recording Fees	250.67	
Taxes	2.85	
Negotiation Expenses	775.96	
R/W Office Expense	386.87	
TOTAL R/W COST	$ 3,675.13	$ - 0 -

CONSTRUCTION (Prefix No. 236-1087):

Work Performed by Contractor	$143,069.64	
Interest on Final Payment		$ 195.42
Engineering Expense	17,176.75	4,333.87
Project Management	72.78	
Materials Testing Lab	2,182.86	
Technical Services Branch	737.13	50.00
Construction Charges	496.26	
Region Office Charges	443.02	
General Construction Eng.	351.65	
TOTAL CONSTRUCTION COST	$164,530.09	$ 4,579.29

SUMMARY:

Participating P.E. Cost	$ 20,480.09
Participating R/W Cost	3,675.13
Participating Const. Cost	164,530.09
	$188,685.31

FEDERAL FUNDS:

P.E. (85.77%)	$ 17,565.77	
R/W (88.15%)	3,239.63	
Const. (88.18%)	145,082.63	(165,888.03)
SUBTOTAL		$ 22,797.28
Plus Nonparticipating County Cost		4,579.29
Less County Advance Deposit		
P.E. AD #528	$ 3,500.00	
Const. AD #894	24,200.00	(27,700.00)
REFUND ~~RETURN~~ DUE COUNTY		$ 323.43

MKS:pf

9292 D 3-30-84 C

236-1964
236-2516
236-1087

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: SOS-3600(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 10-24-78 To: 4-14-83

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
ROW	3,675.13	3,675.13	.8815%	3,239.63	3,239.63	-0-
PE	29,840.84	29,840.84	.8577%	25,594.49	25,594.49	-0-
Const	169,109.38	164,530.09	.8818%	145,082.63	145,082.63	-0-
	202,625.35	198,046.06	-0-	173,916.75	173,916.75	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_____ *State Highway Agency*

By Controller *Authorized Officer* 3/30/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	N. Yamhill R. (Oak Ridge Rd.) Bridge Oak Ridge County Road Yamhill County					
	Preliminary Engineering					
	Type Code PE State	All Required			$ 29,840.84	
	Type Code R.O.W. Right of Way	All Required			1,100.00	
	Acquisition Expense State	All Required			2,575.13	
	Construction					
	Type Code X080 Structure, Bridge #6610A (Sta. 133.76.83 to Sta. 135+16.83)					
	Final Contract Payment Summary	Lump Sum			143,069.64	
	Construction Engineering State	All Required			21,460.45	
	Total Participating Project Cost				198,046.06	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			195.42	
	Construction Engineering	All Required			4,383.87	
	Total Non Participating Project Cost				4,579.29	
	Total Project Cost				202,625.35	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-29-84					
	Participating cost are for ROW actually incorporated in the final project, and all cost have been previously certified by the ROW Engineer					
	AMOUNT CARRIED FORWARD					

236	2515	412	00 P 1				16.26
236	2515	413	00 P 1				.66
236	2515	413	00 N 1				1,671.93
236	2515	414	00 P 1				80.51
236	2515	415	00 P 1				20.23
236	2515	426	00 P 1				1,178.17
236	2515	900	00 P 1				753.30
236	2515	930	00 P 1		1.09		10,882.08
		TOT	P1				.66
		TOT	N1				
		** JOB TOTALS **		**	1.09	**	10,882.74 **

N YAMHILL RIVER (OAK RIDGE) B CONT NO * FA PROJ NOS SOS 3600001 100 STATE

236	2516	296	00 N 9	87.47CR	87.47CR		3,239.63CR
236	2516	298	00 N 9	87.47	87.47		3,239.63
236	2516	401	00 P 1				1,100.00
236	2516	407	00 P 1				1,058.78
236	2516	409	00 P 1				100.00
236	2516	412	00 P 1				250.67
236	2516	413	00 P 1				2.85

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
236	2516	414	00	P	1			225.96
236	2516	930	00	P	1			386.87
		TOT		P1				3,675.13
		** JOB TOTALS **				**	**	3,675.13 **

NW 9TH ST-SPRR(CORVALLIS) CONT NO * FA PROJ NOS M 2110003 100 STATE

302	2507	295	00 N 9				134,861.00
302	2507	296	00 N 9		731.29		274,376.55CR
302	2507	298	00 N 9		231.29CR		139,515.55
302	2507	401	00 P 1				106,815.00
302	2507	401	00 N 1				140,181.00
302	2507	403	00 P 1				4,485.00
302	2507	405	00 P 1				45,500.00
302	2507	407	00 P 1				6,358.86
302	2507	412	00 P 1		241.00CR		994.58
302	2507	412	00 N 1		241.00		241.00
302	2507	413	00 P 1		771.08CR		869.51
302	2507	413	00 N 1		771.08		786.79
302	2507	414	00 P 1				2,780.32
302	2507	426	00 P 1				134.12
302	2507	430	00 P 1				546.74
302	2507	920	00 P 1				84.66
302	2507	930	00 P 1				1,519.26
302	2507	950	00 P 1				468.86
		TOT	P1		1,012.08CR		170,556.91

236	1086	946	00 P 2			998.23CR			
236	1086	950	00 P 1			100.36	164.52	81	83
236	1086	950	00 P 2			100.36CR		81	83
		TOT	P1			16,646.83	144,721.04		
		TOT	P2			15,994.38CR	1,903.12		
		TOT	N1			652.45CR	885.25		
		TOT	N2				2,837.06		
		** JOB TOTALS **			**	**	150,346.47 **		

N YAMHILL R(OAK RIDGE RD) CONT NO 9292 = FA PROJ NOS SOS 3600001 100 STATE

236	1087	201	00 P 1				143,069.64	81	82
236	1087	206	00 N 1				195.42	82	82
236	1087	296	00 N 9	3,182.41CR	3,186.81CR		165,282.63CR	81	84
236	1087	297	00 N 9				20,200.00	82	82
236	1087	298	00 N 9	3,182.41	3,186.81		145,082.63	81	84
236	1087	900	00 P 1		1,264.28CR		17,176.75	81	84
236	1087	900	00 N 1		1,264.28		4,333.87	81	84
236	1087	920	00 P 1				72.78	81	81
236	1087	940	00 P 1				1,304.10	81	81
236	1087	941	00 P 1				31.63	81	82
236	1087	942	00 P 1				847.13	81	82
236	1087	944	00 P 1				737.13	81	82
236	1087	944	00 N 1				50.00	81	81

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS APRIL 1984 PAGE 220

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YR BEG	ACTIVE YR END
236	1087	945	00	P	1			496.26	81	83
236	1087	946	00	P	1			443.02	81	82
236	1087	948	00	P	1		351.65	351.65	84	84
236	1087	960	00	N	1		109.42CR		81	84
		TOT		P	1		912.63CR	164,530.09		
		TOT		N	1		1,154.86	4,579.29		
		** JOB TOTALS **				**	242.23 **	169,109.38 **		

AUB-BROAD&DELEY-BROAD(BA) CONT NO 9323 X FA PROJ NOS M 0000032 96 M 0000032 04 STATE

301	1009	201	00	P	1			220,113.35	81	82
301	1009	201	00	P	8			7,156.18	81	82
301	1009	206	00	N	1			27.36	82	82
301	1009	206	00	N	8			1.14	82	82
301	1009	210	01	P	1			28,938.07	82	83
301	1009	210	01	P	8			1,205.75	83	83
301	1009	294	01	N	1			1,781.50CR	82	82
301	1009	295	00	N	9		2,624.81	14,454.81	82	83
301	1009	296	00	N	9		2,624.81CR	256,108.87CR	81	83
301	1009	297	00	N	9			241,654.06	81	83
301	1009	298	00	N	9			3,780.66	81	83
301	1009	900	00	P	1			154.89	81	82
301	1009	900	00	P	8			22.17	81	81

	236	1954	909	00	P	1			120.12
	236	1954	909	00	P	1			437.29
	236	1954	911	00	P	1			73.02
	236	1954	913	00	P	1			1,024.99
	236	1954	914	00	P	1			42.58
	236	1954	914	00	N	1			20.66
	236	1954	915	00	P	1			42.40
	236	1954	918	00	P	1			232.90
	236	1954	920	00	P	1			1,452.80
	236	1954	921	00	P	1			34.20
	236	1954	922	00	P	1			464.12
	236	1954	923	00	P	1			6,968.00
			TOT	P	1				247.95
			TOT	N	1				7,215.95
			** JOB TOTALS **				**	**	7,215.95 **

STATE

N YAMHILL RIV BRDG-OAKRG RD CONT NO			X FA PROJ NOS SOS 3600001 100						
	236	1964	296	00	N	9	301.61	2,865.49CR	28,294.49CR
	236	1964	297	00	N	9			2,700.00
	236	1964	298	00	N	9	301.61CR	2,865.49	25,594.49
	236	1964	298	00	N	9			8,602.93
	236	1964	901	00	P	1			989.00
	236	1964	905	00	P	1			431.59 ← 10107
	236	1964	906	00	P	1			

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — APRIL 1984 — PAGE 713

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	236	1964	909	00	P	1			2,707.72
	236	1964	910	00	P	1			2,471.43
	236	1964	911	00	P	1			69.32
	236	1964	912	00	P	1			1.80
	236	1964	913	00	P	1			15.00
	236	1964	918	00	P	1			836.81
	236	1964	920	00	P	1			167.87
	236	1964	921	00	P	1	No cost to county		1,005.85-
	236	1964	922	00	P	1		156.29CR	57.81CR
	236	1964	923	00	P	1			187.51
	236	1964	926	00	P	1			4,888.51
	236	1964	927	00	P	1		195.36CR	7,923.31 + 431.59 = 8354.90
			TOT	P	1			351.65CR	29,840.84
			** JOB TOTALS **				**	351.65CR**	29,840.84 **

STATE

HILL CREEK(HILL CR RD) BR CONT NO			FA PROJ NOS BROS3600002 100						
	236	1987	296	00	N	9	2,910.94CR	6,707.86CR	6,707.86CR
	236	1987	298	00	N	9	2,910.94	6,707.86	6,707.86
	236	1987	901	00	P	1	4,815.51	12,302.24	12,302.24
	236	1987	906	00	P	1		97.61	97.61
	236	1987	918	00	P	1		6.09	6.09
	236	1987	926	00	P	1	170.45	298.26	298.26
	236	1987	927	00	P	1	98.42	98.42	98.42

680 BILLING NUMBER 45 FHWA BILLING VOUCHER

PREFIX GRP FI	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
230-1084 1	SOS -3000-006	100,704.00	109,751.73	109,661.51	88.15	96,666.62	96,666.62		
>334-1068 2	SOS -3400-002	105,034.00	121,605.38	121,579.84	85.77	104,279.03	104,279.03		
334-1981 1	SOS -3400-002	16,045.00	17,764.24	17,764.24	85.77	15,236.39	15,236.39		
	PROJ TOTALS	121,079.00	139,369.62	139,344.08		119,515.42	119,515.42		
>434-1004 1#	SOS -3402-001	44,642.37	44,642.37	44,642.37	100.00	44,642.37	44,642.37		
334-1965 1#	SOS -3402-001	295.32	344.19	344.19	85.80	295.32	295.32		
	PROJ TOTALS	44,937.69	44,986.56	44,986.56		44,937.69	44,937.69		
236-1087 1#	SOS -3600-001	145,082.63	169,109.38	164,530.09	88.18	145,082.63	145,082.63		
236-1964 1#	SOS -3600-001	25,594.49	29,840.84	29,840.84	85.77	25,594.49	25,594.49		
236-2516 1#	SOS -3600-001	3,239.63	3,675.13	3,675.13	88.15	3,239.63	3,239.63		
	PROJ TOTALS	173,916.75	202,625.35	198,046.06		173,916.75	173,916.75		
RECAPITULATION --APPROPRIATION 680									
FINAL BY FHWA		1271,774.35	1530,038.06	1455,808.42		1271,774.35	1271,772.51	1.84 D	
ACTIVE PROJECTS		1051,902.55	1252,850.13	1236,033.70		1021,939.89	1016,544.60	316.82 A 5,063.21 B	15.26
TOTAL		2323,676.90	2782,888.19	2691,842.12		2293,714.24	2288,317.11	316.82 A 5,063.21 B 1.84 D	15.26

ADJUSTMENT LEGEND
A-AGREEMENT NOT EXECUTED
B-OVERRUN OF AGREEMENT AMOUNT
D-FINAL BILLING BEING PROCESSED
E-US ARMY ENGRS PROJECT
F-INCLUDED IN FINAL BILL TO FHWA
G-STAGE 1 PROJECT
H-FHWA AUDIT CITATIONS

9292

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-178
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7/27/82

State: Oregon
County: Yamhill
Project Number: S0S-3600(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 256,510.00	$ 211,980.00
Federal funds	$ 220,000.00	$ 181,805.83
Other revisions		

This modification is made for the following reasons: to reflect a decrease in the reserve amount and to release funds to be utilized for construction on project S0S-3000(6).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 23, 1982

Federal-Aid Project
No. SOS-3600(1)

N. Yamhill River (Oak Ridge Rd.) Bridge
Oak Ridge County Road
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 26,500.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 5,000.00

Type Code X080
Structure, Bridge #6610A (Sta. 133+76.83 to Sta. 135+16.83)

Total same as previous estimate of May 14, 1981	$166,807.00

Length of Structure ---------- 0.027 mile

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 26,500.00	$ 22,729.00	$ 3,771.00
ROW	5,000.00	4,280.00	720.00
Structure	166,807.00	143,070.00	23,737.00
	$198,307.00	$170,079.00	$28,228.00
Reserve	13,673.00	11,726.83	1,946.17
TOTAL	$211,980.00	$181,805.83	$30,174.17

Group 1 100%
Contract No. 9292
Prefixes: 236-1964 (PE)
236-2516(R/W)
236-1087(Const.)

9292

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ite
MONTHLY TRANSACTION NUMBER 6-24		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
MODIFICATION NUMBER 1	5-28-81	Project Number SOS-3600(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,500.00	$ 256,510.00
Federal funds	$ 21,000.00	$ 220,000.00
Other revisions		

This modification is made for the following reasons: Adding Right of Way and Construction phases.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of May , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon May 14, 1981

Federal Aid Project
No. SOS-3600(1)

N. Yamhill R. (Oak Ridge Rd.) Bridge
Oak Ridge County Road
Yamhill County

REVISED PROJECT AGREEMENT

Type Code PE

Preliminary Engineering		All Required	$ 26,500.00

Type Code R/W

Right-of-Way		All Required	$ 5,000.00

Type Code X080
Structure, Bridge #6610A (Sta. 133+76.83 to Sta. 135+16.83)

Mobilization		All Required	$ 9,800.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	20 Sq. Ft.	10.00	200.00
Temporary Continuous Rail Traf. Barriers Reflectorized	50 Lin. Ft.	9.00	450.00
Flagmen	40 Hour	1.00	40.00
Toe Trench Excavation	56 Cu. Yd.	30.00	1,680.00
Loose Riprap Class 100	116 Cu. Yd.	14.00	1,624.00
Guardrail, Type 2A	225 Lin. Ft.	16.00	3,600.00
Guardrail, Type 3	100 Lin. Ft.	24.00	2,400.00
Guardrail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Rail End Pieces, Terminal Connector	4 Each	75.00	300.00
Bridge Removal Work		All Required	6,100.00
Shoring, Cribbing, Etc.		All Required	7,100.00
Structure Excavation	140 Cu. Yd.	19.00	2,660.00
Structure Excavation Below Elevations Shown	15 Cu. Yd.	35.00	525.00
Special Footing Backfill	60 Cu. Yd.	14.00	840.00
Furnish Pile Driving Equipment		All Required	2,592.00
Furnish HP 10X42 Steel Piling	164 Lin. Ft.	17.00	2,788.00
Drive Steel Piles	164 Lin. Ft.	3.00	492.00

Structural Concrete, Class 3300	95 Cu. Yd.	All Required	21,200.00
4'x30'/35' Prestressed Slabs	7 Each	2,026.00	14,182.00
4'x55'/60' Prestressed Slabs	14 Each	3,273.00	45,822.00
Reinforcement	14,700 lbs.	All Required	5,880.00
Reinforced Concrete Bridge End Panels	63 Sq. Yd.	52.00	3,276.00
Two Tube Steel Railing	276 Lin. Ft.	41.00	11,316.00
		SUBTOTAL	$ 146,967.00
		Engineering	19,840.00
		TOTAL	$ 166,807.00

Length of Structure ---------- 0.027 mi.

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 26,500.00	$ 22,729.00	$ 3,771.00
Right-of-Way	5,000.00	4,280.00	720.00
Roadway	166,807.00	143,070.00	23,737.00
SUBTOTAL	$198,307.00	$170,079.00	$28,228.00
Reserve	58,203.00	49,921.00	8,282.00
TOTAL	$256,510.00	$220,000.00	$36,510.00

Group 1 100%
Contract No. 9292
Prefix 236-1964 (PE)
236-2516 (R/W)
Prefix 236-1087 (Const.)

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 12-211	FEDERAL-AID PROJECT AGREEMENT 12 8 11	Oregon
		County Yamhill
		Project No. SOS-3600(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 2 mi. W. of City of Yamhill

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-24-7[illegible]	0.16
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 24,500.00	$ 21,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. S. Coulter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 8 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 29, 1978

Federal Aid Project
No. SOS-3600(1)

NORTH YAMHILL RIVER (OAK RIDGE RD.) BR. SECTION
COUNTY ROAD

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$24,500.00
	TOTAL	$24,500.00

Length of Roadway ---------- 0.16 mile

Federal Funds ----------	$21,000.00
County Funds ----------	3,500.00
TOTAL	$24,500.00

Group 1 - 100%
Prefix: 236-1964

N YAMHILL RIV BRDG-OAKRG RD	CONT NO		* FA PROJ NOS SOS 600001 100						STATE
	236	1964	296	00 N 9					25,429.00CR
	236	1964	297	00 N 9					2,700.00
	236	1964	298	00 N 9					22,729.00

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1982 — PAGE 670

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	236	1964	901	00 P 1			8,602.93
	236	1964	905	00 P 1			989.00
	236	1964	906	00 P 1			431.59
	236	1964	909	00 P 1			2,307.72
	236	1964	910	00 P 1			2,471.43
	236	1964	911	00 P 1			69.32
	236	1964	912	00 P 1			1.80
	236	1964	913	00 P 1			15.00
	236	1964	918	00 P 1			836.81
	236	1964	920	00 P 1			162.87
	236	1964	921	00 P 1			1,005.85
	236	1964	922	00 P 1			98.48
	236	1964	923	00 P 1			182.51
	236	1964	926	00 P 1			4,888.51
	236	1964	927	00 P 1			8,118.67
			TOT	P 1			30,192.49
			** JOB TOTALS **		**	**	30,192.49 **

UPRR XNG-LAGRAND/BAKER HY	CONT NO		* FA PROJ NOS M	950001 100					STATE
	301	1961	295	00 N 9					251.03
	301	1961	296	00 N 9					1,381.55CR
	301	1961	298	00 N 9					1,130.52
	301	1961	901	00 P 1					401.59
	301	1961	905	00 P 1					[illegible]
	301	1961	911	00 P 1					[illegible]
	301	1961	920	00 P 1					[illegible]
	301	1961	921	00 P 1					[illegible]
	301	1961	922	00 P 1					[illegible]
	301	1961	923	00 P 1					[illegible]
			TOT	P 1					[illegible]
			** JOB TOTALS **		**	**		1,381.55	**

2ND ST & 4TH ST (BAKER)	CONT NO		* FA PROJ NOS M	000032 100					STATE
	301	1967	296	00 N 9					1,488.91CR
	301	1967	298	00 N 9					[illegible]
	301	1967	901	00 P 1					[illegible]
	301	1967	905	00 P 1					[illegible]
	301	1967	920	00 P 1					[illegible]
	301	1967	921	00 P 1					[illegible]

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1982 — PAGE 944

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
N YAMHILL RIVER (OAK RIDGE) B CONT NO	FA PROJ NOS SOS 600001 100						STATE
	236	2516	296	00 N 9		2.49	3,152.16CR
	236	2516	298	00 N 9		2.49CR	3,152.16
	236	2516	401	00 P 1			1,100.00
	236	2516	407	00 P 1			1,058.28
	236	2516	409	00 P 1			100.00
	236	2516	412	00 P 1			250.67
	236	2516	413	00 P 1			2.85
	236	2516	414	00 P 1			775.96
	236	2516	930	00 P 1			386.87
			TOT	P1			3,675.13
			** JOB TOTALS **		**	**	3,675.13 **
NW 9TH ST-SPRR (CORVLS)	CONT NO		FA PROJ NOS M		110003 100		STATE
	302	2507	295	00 N 9			134,861.00
	302	2507	296	00 N 9	26,716.61CR	26,716.61CR	285,955.61CR
	302	2507	298	00 N 9	26,716.61	26,716.61	151,094.61
	302	2507	401	00 P 1			106,815.00
	302	2507	401	00 N 1			140,181.00
	302	2507	403	00 P 1			4,485.00
	302	2507	405	00 P 1			45,500.00
	302	2507	407	00 P 1			6,358.86
	302	2507	412	00 P 1			1,229.73
	302	2507	413	00 P 1			1,640.59
	302	2507	413	00 N 1			15.71
	302	2507	414	00 P 1			2,780.32
	302	2507	426	00 P 1			134.12
	302	2507	430	00 P 1			546.74
	302	2507	920	00 P 1		17.33	48.33
	302	2507	930	00 P 1			1,398.70
	302	2507	950	00 P 1			468.86
			TOT	P1		17.33	171,406.25
			TOT	N1			140,196.71
			** JOB TOTALS **		**	17.33 **	311,602.96 **
NW KING BLVD-HIGHLD DR(CORV)	CONT NO		* FA PROJ NOS M		120002 100		STATE
	302	2508	296	00 N 9			11,928.17
	302	2508	298	00 N 9			11,928.17
	302	2508	401	00 P 1			10,800.00
	302	2508	405	00 N 1			1,100.00
	302	2508	407	00 P 1			1,640.[illegible]
	302	2508	412	00 P 1			[illegible]
	302	2508	414	00 P 1			[illegible]
	302	2508	430	00 P 1			[illegible]
	302	2508	920	00 P 1			[illegible]
	302	2508	930	00 P 1			[illegible]

			TOT	P2					1,537.70			
			TOT	N1					2,837.06			
			** JOB TOTALS **			**		**	145,535.57	**		
N YAMHILL R(OAK RIDGE RD)	CONT NO 9292 = FA PROJ NOS SOS 600001 100									STATE		
	236	1087	201	00 P 1					143,069.64		81	82
	236	1087	206	00 N 1					195.42		82	82
	236	1087	296	00 N 9				83.38CR	161,491.51CR		81	82
	236	1087	297	00 N 9					20,200.00		82	82

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1982 — PAGE 189

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	236	1087	298	00	N 9		83.38	141,291.61	81	82
	236	1087	900	00	P 1			17,745.61	81	82
	236	1087	900	00	N 1			3,069.59	81	82
	236	1087	920	00	P 1			72.78	81	81
	236	1087	940	00	P 1			1,304.10	81	81
	236	1087	941	00	P 1			31.63	81	82
	236	1087	942	00	P 1			842.13	81	82
	236	1087	944	00	P 1			737.13	81	82
	236	1087	944	00	N 1			50.00	81	81
	236	1087	945	00	P 1			481.98	81	82
	236	1087	946	00	P 1			443.02	81	82
	236	1087	960	00	N 1			109.42	81	82
			TOT	P1				164,233.02		
			TOT	N1				3,424.43		
			** JOB TOTALS **			**	**	168,157.45	**	
	301	1001	296	00				396.79CR	81	81
	301	1001	297	00				395.79	81	81
			TOT	00						
			** JOB TOTALS **			**	**	**		
UPRR XING-LAGRANDE/BAKER	CONT NO 9139 X FA PROJ NOS M 95000: 100								STATE	
	301	1004	201	00 P 1				64,204.99	80	81
	301	1004	270	01 P 1				595.08	80	81
	301	1004	294	02 N 1				101.34CR	81	81
	301	1004	295	00 N 9				5,836.38	80	81
	301	1004	296	00 N 9				4,468.27CR	80	81
	301	1004	298	00 N 9				56.61	80	81
	301	1004	299	00 N 9				11.59	80	81
	301	1004	900	00 P 1				2,[illegible]	[illegible]	[illegible]
	301	1004	900	02 P 1				1,[illegible]	[illegible]	[illegible]
	301	1004	915	00 P 1				[illegible]	[illegible]	[illegible]
	301	1004	920	00 P 1				[illegible]	[illegible]	[illegible]
	301	1004	945	00 P 1				[illegible]	[illegible]	[illegible]
	301	1004	948	00 P 1				[illegible]	[illegible]	[illegible]

9292

236-1087

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: February 16, 1982

ORIGINAL SIGNED BY
GERALD W. WIMER

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: N. Yamhill River Bridge
(Oak Ridge Road)
Yamhill County

Hal Reynoldson advises me this date, February 16, 1982, that $220,000 of Federal funds, which at an 88% participation projects to a $250,000 project, is set aside for this contract until it is completed and closed out.

GW/rgb
cc: C. T. Keasey
W. J. Hart
Hal Reynoldson
Warren Mueller

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
FEB 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

KEH

9292 2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982

Warren Keasey

for C. T. Keasey
Asst. State Highway Engineer

9292

2.

February 10, 1982

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9292

Gentlemen or Ladies:

On February 2, 1982, we wrote to you concerning release of final payment on Contract No. 9292 awarded to Ross Bros. Construction, Inc. for the N. Yamhill River (Oak Ridge Road) Bridge in Yamhill County.

Final payment on this contract is $6,106.72 and the total contract amount is $143,069.64. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9242

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	N. YAMHILL RIVER BR. (OAK RIDGE RD.)
WEEK ENDING	11/21/81
SECTION PREFIX	236-1087
HIGHWAY	COUNTY RD. (OAK RIDGE RD.)
COUNTY	YAMHILL
NAME OF JOB	N. YAMHILL RIVER (OAK RIDGE RD.) BR.
KIND OF WORK	STRUCTURE
CONTRACTOR	ROSS BROS. CONSTRUCTION, INC.
CONTRACT NUMBER	9292
FEDERAL AID PROJECT NUMBER	SOS-3600(1)
DATE OF CONTRACT	5/12/81
DATE WORK STARTED	6/1/81
ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN / SUPERVISION	
SPECIFIED WORK DAYS	
SPECIFIED CALENDAR DAYS	120
WORK DAYS USED	
CALENDAR DAYS USED	120
SPECIFIED COMPLETION DATE	
PERCENT OF TIME ELAPSED	100
PROJECT AUTHORIZATION	$ 166,807.55
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	100
EXCLUSIVE OF ENGINEERING	$ 153,580.52
ENGINEERING AUTHORIZATION	$ 13,227.03
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING	$ 146,967.00
ENGINEERING COST TO DATE	$ 22,875.00
DATE PROJECT WAS COMPLETED	9/19/81
ESTIMATED PERCENT [redacted] UNDERRUN	-4½ %
PERCENT OF AUTHORIZATION	173 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
---	---	---	---	---	---		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6610A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	**********			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				

RECEIVED
NOV 24 1981
CONSTRUCTION BRANCH

ASHE K OM
CAE CA
FOE LE
OCE TC
SCS FE
EEC CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 9/19/81

SEMI-FINAL COMPLETED & SUBMITTED TO REGION 11/20/81

THIRD NOTIFICATION DATE 11/13/81

LAST REPORT

SIGNED Warren E. Mueller LOCATION SALEM

WARREN E. MUELLER RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP°F216

9292

236-1087

OREGON STATE HIGHWAY DIVISION

P. O. BOX 14030
SALEM, OREGON 97310

MAY 6, 1981

VICTOR ATIYEH
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

ROSS BROTHERS CONSTRUCTION CO.
3501 BROOKLAKE ROAD
SALEM, OREGON

NORTH YAMHILL RIVER OAKRIDGE RD.
BRIDGE SECTION
CONTRACT NO. 9292

Gentlemen:

This letter is to confirm our conversation of May 5, 1981 with Ray Ross, Ross Brothers Construction Co.,; Lloyd May, Yamhill County Roadmaster, and myself.

Due to an omission in the special provisions, the disposition of the stringers in the wood deck system of the steel span is in doubt.

The County wishes to make County ownership of the wood stringers a condition of the contract award. Mr. Ross said that his attorney believes the wood stringers to be the property of Ross Brothers Construction Co. The County Roadmaster asked what value Ross Brothers placed on the stringers. Mr. Ross stated, $4,000.

Mr. May said that he was agreeable to paying Ross Brothers $4,000 for the stringers.

It was agreed that Ross Brothers would write a letter to the County accepting $4,000 for the stringers. Upon receipt of this letter the County will accept the bid of Ross Brothers Construction Co. and deposit the County's share of the contract funds with the State.

The contract can not be submitted to you for signature until this is accomplished. It is also to be understood and agreed that any delay

Correction page 2

occassioned by the settlement of this claim will not result in any claim by Ross Brothers Construction Co. for additional time or compensation.

The County is to pay Ross Brothers directly and not through the contract.

Yours truly,

Warren E. Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

cc: Yamhill County

WEM: tj

YAMHILL COUNTY
Oregon

BOARD OF COMMISSIONERS

May 6, 1981

Mr. Warren Mueller, Resident Engineer
P. O. Box 14030
885 Airport Road, Southeast
Salem, Oregon 97310

Dear Mr. Mueller:

At our regular Board Session held Wednesday May 6, 1981 we have considered the awarding of the bids on the North Yamhill River (Oak Ridge Road) Bridge Section, Safer Off System Project No. SOS 3600 (1), and are in concurrence that the bid amount of $146,967.00 received from Ross Brothers Construction, Inc. be recognized.

We are also in agreement that Yamhill County will purchase the used stringers from the steel span at a price of $4,000.00 as agreed upon by Mr. Ray Ross and County Roadmaster Lloyd May on May 5, 1981.

Sincerely,

YAMHILL COUNTY BOARD OF COMMISSIONERS

Colin Armstrong
Colin Armstrong — Chairman

Ted Lopuszynski
Ted Lopyszynski — Commissioner

Robin Hamblet
Robin Hamblet — Commissioner

cc Engineering
CT. Records
Lloyd Co

YAMHILL COUNTY
Oregon

CR 244-6610C

COUNTY ROADMASTER

Lloyd H. May

May 5, 1981

Board of Commissioners
Yamhill County Courthouse
McMinnville, Oregon 97128

Subject: ACCEPTANCE OF ROSS BROS. CONSTRUCTION, INC. BID ON THE OAK RIDGE BRIDGE (244-6610C) SAFER OFF-SYSTEM PROJECT NO. SOS-3600 (1).

Gentlemen:

At 10:00 a.m. this date, May 5, 1981, Warren Mueller, Rujohn Raineri, Bill Parrish and I met with Ray Ross of Ross Brothers Construction at the construction site and discussed the project as outlined in the Special Provisions and Supplemental Specifications.

On Page 27 of the above document under item A in the removal work, it now appears that the treated stringers from the main span will be the property of Ross Brothers. I have appraised these timbers at a market value of $9,100.00, and Ray Ross has agreed to selling the stringers to us for $4,000.00 and will put this in letter form for your approval.

I would therefore recommend that the Ray Ross Construction Inc. bid of $146,967.00 be recognized, and that we agree to purchase the used stringers for $4,000.00.

A letter of concurrence to this effect, signed by the Board of Commissioners, will need to be sent to:

Warren Mueller, Resident Engineer
P. O. Box 14030 (885 Airport Road S.E.)
Salem, Oregon 97310

If I can be of further assistance please feel free to call.

Respectfully,

Lloyd H. May
County Roadmaster

LHM/kc

cc Pritchett
C T Kearsey
Sollis

9292

May 1, 1981

Yamhill County Board of Commissioners
Courthouse
McMinnville, Oregon 97128

ACC

Attn: Mr. Bill Gille
County Engineer

Gentlemen:

On April 30, 1981 the Highway Division received a satisfactory bid from Ross Bros. Const. Inc., 3801 Brooklake Road N., for the E. Yamhill R. (Oak Ridge Rd.) Bridge Section. This is a Safer OFF SYSTEM Project #SUS-3600(1). Based upon the Contractor's bid the County's advance deposit will be:

Contractor's Bid	$146,967.00
4 1/2% Contingencies	$ 6,613.52
9% Engineering	13,227.03
TOTAL CONSTRUCTION COST	$166,807.55
Est. P.E. Cost	26,000.00
Est. R/W Cost	5,000.00
EST. TOTAL PROJECT COST	$197,807.55
Less Federal Funds (86% of Total)	170,114.49
Less P.E. Advance Deposit	3,500.00
COUNTY SHARE OF COSTS	$ 24,193.06

Rec'd 5-12-81 Awarded 5-12 Told Phil S.

By rounding the County's Advance Deposit will be $24,200.00

We will award the contract when we receive your advance deposit, which should be in this office no later than May 22, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

O. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 894: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 894 when advance deposit is received.

9292 4-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: SOS-3600(1)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Yamhill
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 90003
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/8/81
8. FEDERAL ROUTE NUMBER: Non Federal aid
9. STATE ROUTE NUMBER: County Road
10. GENERAL LOCATION: North Yamhill River (Oak Ridge Road) Bridge Section
11. GENERAL DESCRIPTION OF WORK: Advertise for bids
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 4/7/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO
FCR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/8/81	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section [illegible] Programming Estimate $ 201,200

Highway [illegible] Proj[illegible] Length _____

County Lowndes Completion Time _____

Kind of Work Struc. Imp. Est. Comp. Date _____

Prefix BRZ 1001 Letting Date April 30, '81 Project No. SOS-3600(1)

ESTIMATED CONSTRUCTION AUTHORIZATION 177,397.00

Contract Amount . . . . . $ ~~174,272~~

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4-3-81

Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	Radio
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	Metropolitan
FHWA	Project Management & Operations Planning	Region Number 2
General Files	Public Affairs	District Number ____
Industrial Engineers		Resident Engineer ____

ATTENTION: Phil Stearns

FROM: HR

COMMENTS: This is the latest revised estimate

Form 731-0022 (6-80) SP-71282-734

. . . _____

. . _____

. . . _____

. . . _____

. .

Section 16 Yamhill River (Oil Piece Rd) Br. Programming Estimate $ 201,220

Highway Co. Rd. Project Length

County Yamhill Completion Time

Kind of Work Structure Est. Comp. Date

Prefix 236-1764 Letting Date April 30, '81 Project No. SOS-3600(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ ~~174,272~~ 177,397.00

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	

$

Subtotal	$ ~~174,272~~ 177,397.00
Contingencies (4-1/2%)	~~7842~~ 7,982.24
Engineering (~~4~~, 9, ~~10~~%)	~~15,684~~ 15,965.73
~~Subtotal~~	$
~~Credit~~ for	
Estimated Net Authorization, Construction	$ ~~197,798.72~~ 201,345.60

APPROVED

J. H. Winterberg
Road Design Engineer

Est. PE Cost 26,000.00
Est. R/w Cost 5,000.00
Total Cost 232,345.60
Less Federal Share (86% of 232,345.60) 199,817.16
Less County Ad. Deposit for PE 3,500.00
County share 29,028.44

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section N. York ... Ind. — County

Kind Of Work ... Length ... Name Day

4-2-81

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		LS	LS	(10%)	16,000
	Temporary Detour		LS	LS		500
	Temporary Signs		EA	20	6.00	120
	Temporary Concrete Rail Traffic Barrier, Relocate		LF	50	12.00	600
	Flagger		HR	40	24.50	980
	Roadway					
	Toe Trench Excavation		CU YD	56	10.00	560
	Loose Riprap, Class II		CU YD	116	20.00	2320
	Guard Rail Type A		LF	~~225~~	25.00	~~5625~~ ~~2500~~
	Guardrail Type B		LF		35.00	3500
	Guardrail Transition				350.00	1400
	Rail Anchor Type				100.00	400
	Guardrail Terminal			1	100.00	400
	Structures					
	Excavation, Incl.		LS	1		5000
	Structural Concrete		LS	LS		15,000
	Concrete		CU YD	140	15	2100
	Reinforcing Steel		LB	15	25	375
	Special Foundation Fill		CU YD	20	15	300
	Furnish & Drive Test Pile		EA	1		5000
	Furnish Precast Concrete Piles		LF	164	12	1968
	Drive Steel Piles		LF	164	2	328
	Structural Concrete (Class 4000)		LS	LS		27,800
	Footings					

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	4'x 30'/35' Prestressed Slabs		Each	7	2100	14,700
	4'x 55'/60' Prestressed Slabs		Each	14	3750	52,500
	Reinforcing Steel (14,700 @ 0.48)		All	All		7056
	Reinforced Concrete Railing		Ft.	63	55	3465
	Two Traffic Signals		Ea.	2	6900	13,800

9292

Section 16 YAMHILL RIVER (OAK RIDGE RD) BR Programming Estimate $ _____

Highway Co. Rd. Project Length _____

County Yamhill Completion Time _____

Kind of Work Structure Est. Comp. Date _____

Prefix 236-1964 Letting Date _____ Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4-3-81

Director	Information System (Lane Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	Radio
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	Metropolitan
FHWA	Project Management & Operations Planning	Region Number 2
General Files	Public Affairs	District Number ____
Industrial Engineers		Resident Engineer ____

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: This is a little less than before, but it is what the new estimate is.

Form 731-0022 (6-80) SP*71282-734

Contract Amount . . . . . $ 174,272⁻

$ _____

Subtotal $ 174,272⁻

Contingencies (4-1/2%) 7842.24

Engineering (8, 9, 10%) 15684.48

Subtotal $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 197,798.72

Est. P.E. Cost 26,000.00

Est. R/w Cost 5,000.00

Total Cost 228,798.72

Less Federal Share (86% of 228,798.72) 196,766.90

Less County Ad. Deposit for PE 3,500.00

County Share 28,531.82

APPROVED

_____
Road Design Engineer

Rev. 5/79

Section N. YAMHILL RIVE (OAK RIDGE RD) BR Programm ; Estimate $ _____

Highway Co. Rd. Project Length _____

County Yamhill Completion Time _____

Kind of Work Structure Est. Comp. Date _____

Prefix 236-1964 Letting Date _____ Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 174,272-

Anticipated Additional Items:

Royalty Payment	_____	
Permit Fees	_____	
Slide Correction	_____	
Railroad Protective Costs	_____	
Other Railroad Costs	_____	
Permanent Signing	_____	
Permanent Pavement Striping	_____	
Temporary Pavement Striping	_____	
Remove Pavement Striping (Exist. & Temp.)	_____	
Temporary Erosion Control	_____	
State Furnished _____	_____	
Roadside Seeding & Mulching	_____	
Asphalt Cement Adjustment	_____	
On the Job Trainees	_____	
State Responsibility for Damages	_____	
Signal Controller Testing (Engineering)	_____	
Bikeway Signs	_____	
Furnish Mailbox Posts	_____	
Adjust Utilities:		
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
	Subtotal	$ _____

	$ 174,272-
Contingencies (4-1/2%)	7842.24
Engineering (8, 9, 12%)	15684.48
Subtotal	$ _____
Credit for _____	_____
Estimated Net Authorization, Construction	$ 197,798.72
Est. P.E. Cost	26,000.00
Est. R/w Cost	5,000.00
Total Cost	228,798.72
Less Federal Share (86% of 228,798.72)	196,766.90
Less County Ad. Deposit for PE	3,500.00
County Share	28,531.82

APPROVED _____

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date

Section N. Yamhill River (Oak Ridge Rd) Bridge
County
Kind Of Work
Length
Name Day

4-2-81

No	Item	Code	Unit	Quant.	Unit Cost	Total $
	Mobilization		All	All	(10%)	16,000
	Temporary Protection and Direction of Traffic		All	All		500
	Temporary Signs		Sq Ft	20	6⁻	120
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	50	12⁻	600
	Flagmen		Hr	40	24⁵⁰	980
	Roadwork					
	Toe Trench Excavation		Cu Yd	56	10⁰⁰	560
	Loose Riprap Class 100		Cu Yd	116	20⁰⁰	2320
	Guard Rail, Type 2A		Lin Ft	100	25⁰⁰	2500
	Guard Rail, Type 3		Lin Ft	100	35⁰⁰	3500
	Guard Rail Anchors, Type 1		Each	4	350⁰⁰	1400
	Rail End Pieces, Type C		Each	4	100⁰⁰	400
	Rail End Pieces, Terminal Connector		Each	4	100⁰⁰	400
	Structure					
	Bridge Removal Work		All	All		5000
	Shoring, Cribbing, Etc.		All	All		15,000
	Structure Excavation		Cu Yd	140	15	2100
	Structure Excavation Below Elevations Shown		Cu Yd	15	25	375
	Special Footing Backfill		Cu Yd	60	15	900
	Furnish Pile Driving Equipment		All	All		5000
	Furnish HP 10x42 Steel Piling		Lin Ft	164	12	1968
	Drive Steel Piles		Lin Ft	164	2	328
	Structural Concrete, Class 3300	(95 cy @ $240)	All	All		22,800

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2
Date
County
Name
Length

Section
Kind Of Work

No	Item	Code	Unit	Quant.	Unit Cost	Total
	4'x 30'/35' Prestressed Slabs		Each	7	2100	14,700
	4'x 55'/60' Prestressed Slabs		Each	14	3750	52,500
	Reinforcement (14,700 @ 0.48)		All	All		7056
	Reinforced Concrete Bridge End Panels		SqYd	63	55	3465
	Two Tube Steel Railing		LinFt	276	50	13,800

FORM 734-1736 (1-79)

9292

Yamhill

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/1/81
Donald L Brant

John

All Clear Deadline

April 30, 1981 Bid Letting _____

SECTION N. Yamhill R. (Oakridge Rd.) Br.
Highway _____
County Yamhill Region 2
Type of Work Structure Funds SOS full
State ___ Consultant ___ Plans Avail. ___Yes ___No

DSL

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				

3NM

PERMITS:					
Division of State Lands		X			
D.O.G.M.I.	X				
Corps of Engineers		X			
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				

Gen Permit

CULTURAL:					
Cultural Survey		X			
Cultural Salvage	X				

NOISE:					
Noise Study	X				

statewide.

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
SPRR XING NEWBERG-DUNDEE	CONT NO		FA PROJ NOS RRO 00S037 100				STATE
	236	2515	296	00 N 9		9,771.62CR	9,771.62CR
	236	2515	298	00 N 9		9,771.62	9,771.62
	236	2515	401	00 P 1		640.00	3,410.00
	236	2515	404	00 P 1		360.00	360.00
	236	2515	407	00 P 1		7.52	2,879.90
	236	2515	412	00 P 1		91.34	490.54
	236	2515	413	00 P 1		14.33	16.26
	236	2515	413	00 N 1		.66	.66
	236	2515	414	00 P 1		50.30	1,668.45
	236	2515	415	00 P 1		21.02	80.51
	236	2515	426	00 P 1		20.23	20.23
	236	2515	900	00 P 1			1,178.17
	236	2515	930	00 P 1		155.45	753.30
			TOT	P1		1,360.19	10,857.36
			TOT	N1		.66	.66
			** JOB TOTALS **		**	1,360.85 **	10,858.02 **
N YAMHILL RIVER (OAK RIDGE) B	CONT NO		FA PROJ NOS SOS 600001 100				STATE
	236	2516	407	00 P 1		1,057.19	1,057.19
	236	2516	409	00 P 1	50.00	100.00	100.00
	236	2516	412	00 P 1		207.74	207.74
	236	2516	414	00 P 1		774.82	774.82
	236	2516	930	00 P 1	40.96	221.02	221.02
			TOT	P1	90.96	2,360.77	2,360.77
			** JOB TOTALS **		90.96 **	2,360.77 **	2,360.77 **
NW 9TH AT BUCHANAN(CORVALLIS)	CONT NO	#	FA PROJ NOS HHS 245001 100				STATE
	302	2505	296	00 N 9		626.94CR	1,137.00CR
	302	2505	298	00 N 9		626.94	1,137.00
	302	2505	401	00 P 1			290.00
	302	2505	404	00 P 1			110.00
	302	2505	407	00 P			5.25
	302	2505	407	00 P 1			395.29
	302	2505	407	00 1			5.25CR
	302	2505	412	00 P 1			100.00
	302	2505	414	00 P 1			127.48
	302	2505	418	00 P 1		696.60	
	302	2505	920	00 P 1			26.76
	302	2505	930	00 P 1			213.80
			TOT	00		696.60	1,263.33
			TOT	P1		696.60	1,263.33
			** JOB TOTALS **		**	696.60 **	1,263.33 **
NW 9TH ST-SPRR (CORVLS)	CONT NO		FA PROJ NOS H 110003 100				STATE
	302	2507	296	00 N 9	1,216.36CR	1,216.36CR	1,216.36CR

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	236	1961	921	00 P 1			1,560.46
	236	1961	922	00 P 1			47.67
	236	1961	923	00 P 1			579.42
	236	1961	950	00 P 1			1,185.41
			TOT	P1			25,797.93
			TOT	N1			438.56
			** JOB TOTALS **		**	**	26,236.49 **
N YAMHILL R IV BRDG-OAKRG RD	CONT NO		FA PROJ NOS SOS 600001 100				STATE
	236	1964	296	00 N 9	1,506.47CR	14,408.23CR	23,700.00CR
	236	1964	297	00 N 9			[illegible]
	[illegible]		[illegible]	[illegible]	1,506.47	[illegible]	21,000.00
	236	1964	901	00 P 1		4,012.37	[illegible]
	236	1964	905	00 P 1		748.90	748.90
	236	1964	906	00 P 1	414.60	429.52	429.52
	236	1964	909	00 P 1		2,307.72	2,307.72
	236	1964	910	00 P 1	18.80	18.80	2,362.89
	236	1964	911	00 P 1		6.00	69.32
	236	1964	912	00 P 1		1.80	1.80
	236	1964	913	00 P 1		15.00	15.00
	236	1964	918	00 P 1		836.81	836.81
	236	1964	920	00 P 1			11.58
	236	1964	921	00 P 1		58.35	58.35
	236	1964	922	00 P 1		88.25	88.25
	236	1964	923	00 P 1		117.12	157.51
	236	1964	926	00 P 1		3,708.68	4,886.16
	236	1964	927	00 P 1	670.42	5,794.83	5,880.09
			TOT	P1	1,103.82	18,144.15	26,230.68
			** JOB TOTALS **		1,103.82 **	18,144.15 **	26,230.68 **
BRIDGE INSECT-OS	CONT NO		* FA PROJ NOS SOS0000001 100				STATE
	237	1909	296	00 N 9		3,186.08CR	12,331.08CR
	237	1909	298	00 N 9		3,186.08	12,331.08
	237	1909	901	00 P 1		468.61	13,971.25
	237	1909	901	00 N 1			[illegible]
	237	1909	914	00 P 1			406.66
			TOT	P1		468.61	[illegible]
			TOT	N1			219.24
			** JOB TOTALS **		**	468.61 **	14,596.15 **
CAMPBELL ST RR XING	CONT NO		* FA PROJ NOS RRP 920001 100				STATE
	301	1935	295	00 N 9		291.61	291.61
	301	1935	296	00 N 9		1,166.46CR	1,233.67CR
	301	1935	298	00 N 9			67.21
	301	1935	299	00 N 9		874.85	874.85
	301	1935	901	00 P 1		4.03	

9292

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

DATE: March 27, 1981 DES 23
6610A

FROM: John M. Tindall
Supervising Structural Design Engineer

ORIGINAL SIGNED
J. M. TINDALL

SUBJECT: N. Yamhill R. Bridge
N. Yamhill R. (Oakridge Rd.) Section
Oakridge Road
Yamhill County
BR 6610A

Attached are two reduced prints of Drawings 35819-35822 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Guardrail & Riprap	$ 13,000
Structures	162,000
Engineering & Contingencies	35,000
TOTAL	$210,000

The county will do the grading, paving and removal except for the truss and pier. It is planned to call for bids on this section on April 30, 1981.

Please make a field review and return one set by April 3, 1981, with your comments and/or corrections noted thereon.

JMT:jrb

Attachments

cc: Lloyd H. May, Yamhill County Roadmaster /w/2 sets attach.
H. A. Schell /w/2 sets attach.
Construction /w/1 set attach.
Utility Unit /w/ 1 set attach.
County-City Unit
Engineering /w/1 set attach.
Warren Mueller, Resident Engineer, /w/1 set attach.

Contains Recycled Materials
81-125-1387

9212

YAMHILL COUNTY

Oregon

RECEIVED

DEPARTMENT OF PLANNING & DEVELOPMENT

RECEIVED

March 13, 1981

Yamhill County Road Department
2060 Lafayette Avenue
McMinnville, OR 97128

Re: Docket No. CFP-21-81
Yamhill Co. Oak Ridge Road
Bridge Replacement
505-3600(1)

Gentlemen:

At the March 9, 1981 meeting of the Yamhill County Hearings Officer, your request for a conditional use floodplain was approved with the following condition:

1. That the inwater work be limited to the period between June 15th and October 15th.

This decision was based on the following findings as presented in the staff memorandum to the Hearings Officer dated March 9, 1981.

1. The proposal is designed to encourage rather than restrict the natural drainage characteristics of the area and, therefore, it would not appreciably increase flood heights or velocities and would not increase danger to life and property.

2. Replacement of existing deteriorating bridge piers and rip-rap to protect against erosion, would reduce the potential flood damage to the structure and the possibility of related damage downstream.

3. The proposed new structure would replace deteriorating bridge piers, if allowed to remain, would eventually fail causing the closure of the road, thus resulting in an adverse impact on property owners in the area.

4. The proposed structure requires, and suited to, a drainageway location and, therefore, alternative locations not susceptible to flooding would be impracticable.

5. Except during construction, the proposed structure would have no impact on surrounding properties.

6. The proposed structure would improve the access of ordinary and emergency vehicles to adjacent properties.

7. Various County and State offices have no objection to issuance of the conditional use permit if inwater work is confined to the period between June 15th and October 15th.

A conditional use permit will not be issued until after fifteen (15) days of the date of the Hearings Officer's decision in order to allow for any appeal therefrom under Section 45 of the Ordinance. You may commence work authorized by the Commission only after the permit is issued.

The Yamhill County Zoning Ordinance, Ordinance No. 83, 1976, Section 45, provides for appeal of any action or ruling of the Hearings Officer by an affected party within fifteen (15) days of the decision of a proposed action. The Board of Commissioners, on its own motion, may also order review of any decision of the Hearings Officer within thirty (30) days of the decision. Anyone wishing to file an appeal on the Hearings Officer decision on your application must notify this office by letter indicating their desire to do so. Such letter must be received by this office no later than March 28, 1981, together with the appropriate filing fee. If no appeal is filed by any interested party or if no review is ordered by the Board of Commissioners, the decision of the Hearings Officer will be final.

Minutes of the Hearings Officer meeting are located in the office of the Department of Planning and Development, Room 17, Courthouse, McMinnville, Oregon, and are available for your inspection during regular working hours. If you have any questions, please contact this office.

Very truly yours,

Dave Bishop

Dave Bishop
Planning Director

DB-MCHM:vs

cc: Division of State Lands
Board of Commissioners

Don Trout ✓

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Copy
Copy
Copy Bridge Sec

RECEIVED
MAR 20 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

				TOT	P1				25,797.93	
				TOT	N1				438.56	
				** JOB TOTALS **			**	**	26,236.49	**
										STATE
W CAMPBELL RIV BRDG-OAKRG RD	CONT NO		FA PROJ NOS SOS 600001 100							
	236	1964	296	00 N 9		1,315.03CR		12,901.76CR	22,193.53CR	
	236	1964	297	00 N 9					2,700.00	
	236	1964	298	00 N 9		1,315.03		12,901.76	19,493.53	
	236	1964	901	00 P 1				4,012.37	8,376.78	
	236	1964	905	00 P 1				748.90	748.90	
	236	1964	906	00 P 1		5.92		14.92	14.92	
	236	1964	909	00 P 1				2,307.72	2,307.72	
	236	1964	910	00 P 1					2,344.09	
	236	1964	911	00 P 1				6.00	69.32	
	236	1964	912	00 P 1				1.80	1.80	
	236	1964	913	00 P 1				15.00	15.00	
	236	1964	918	00 P 1		.88		836.81	836.81	
	236	1964	920	00 P 1					11.58	
	236	1964	921	00 P 1				58.35	58.35	
	236	1964	922	00 P 1				88.25	88.25	
	236	1964	923	00 P 1				117.12	157.51	
	236	1964	926	00 P 1				3,708.68	4,886.16	
	236	1964	927	00 P 1		2,393.26		5,124.41	5,209.67	
			TOT	P1		2,400.06		17,040.33	25,126.86	
			** JOB TOTALS **			2,400.06	**	17,040.33	** 25,126.86	**
										STATE
BRIDGE INSECT-OS	CONT NO		* FA PROJ NOS SOS0000001 100							
	237	1909	296	00 N 9				3,186.08CR	12,331.08CR	

TOTAL TO DATE JOB COST SUMMARY							FEBRUARY 1981		PAGE 675	
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	237	1909	298	00 N 9			3,186.08		12,331.08	
	237	1909	901	00 P 1			468.61		13,971.25	
	237	1909	301	00 N 1					219.24	
	237	1909	914	00 P 1					405.66	
			TOT	P1			468.61		14,376.91	
			TOT	N1					219.24	
			** JOB TOTALS **			**	468.61	**	14,596.15	**
										STATE
CAMPBELL ST RR XING	CONT NO		* FA PROJ NOS RRP 920001 100							
	301	1935	295	00 N 9			291.61		291.61	
	301	1935	296	00 N 9		874.85CR	1,166.46CR		1,233.67CR	
	301	1935	298	00 N 9					67.21	
	301	1935	299	00 N 9		874.85	874.85		874.85	
	301	1935	901	00 P 1			4.03			
	301	1935	901	00 N 1			4.03CR		1,158.99	
	301	1935	905	00 P 1					74.68	
			TOT	P1			4.03		74.68	
			TOT	N1			4.03CR		1,158.99	
			** JOB TOTALS **			**				**

								25,797.93	
			TOT	P1				438.56	
			TOT	N1				26,236.49	**
			** JOB TOTALS **			**	**		

STATE

N YAMHILL RIV BRDG-OAKRG RD	CONT NO		FA PROJ NOS SOS 600001 100						
	236	1964	296	00 N 9	1,315.03CR		12,901.76CR	22,193.53CR	
	236	1964	297	00 N 9				2,700.00	
	236	1964	298	00 N 9	1,315.03		12,901.76	19,493.53	
	236	1964	901	00 P 1			4,012.37	8,376.78	
	236	1964	905	00 P 1			748.90	748.90	
	236	1964	906	00 P 1	5.92		14.92	14.92	
	236	1964	909	00 P 1			2,307.72	2,307.72	
	236	1964	910	00 P 1				2,344.09	
	236	1964	911	00 P 1			6.00	69.32	
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	236	1964	918	00 P 1	.88		836.81	836.81	
	236	1964	920	00 P 1				11.58	
	236	1964	921	00 P 1			58.35	58.35	
	236	1964	922	00 P 1			88.25	88.25	
	236	1964	923	00 P 1			117.12	157.51	
	236	1964	926	00 P 1			3,708.68	4,886.16	
	236	1964	927	00 P 1	2,393.26		5,124.41	5,209.67	
			TOT	P1	2,400.06		17,040.33	25,126.86	
			** JOB TOTALS **		2,400.06	**	17,040.33 **	25,126.86	**

STATE

BRIDGE INSECT-OS	CONT NO		* FA PROJ NOS SOS0000001 100						
	237	1909	296	00 N 9			3,186.08CR	12,331.08CR	

TOTAL TO DATE JOB COST SUMMARY

FEBRUARY 1981 PAGE 675

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	237	1909	298	00 N 9			3,186.08	12,331.08	
	237	1909	901	00 P 1			468.61	13,971.25	
	237	1909	901	00 N 1				219.24	
	237	1909	905	00 P 1				405.66	
	237	1909	914	00 P 1			468.61	14,376.91	
			TOT	P1				219.24	
			TOT	N1			468.61	14,596.15	**
			** JOB TOTALS **			**	**		

STATE

CAMPBELL ST RR XING	CONT NO		* FA PROJ NOS RRP 920001 100						
	301	1935	295	00 N 9			291.61	291.61	
	301	1935	296	00 N 9	874.85CR		1,166.46CR	1,233.67CR	
	301	1935	298	00 N 9				67.21	
	301	1935	299	00 N 9	874.85		874.85	874.85	
	301	1935	901	00 P 1			4.03		
	301	1935	901	00 N 1			4.03CR	1,158.99	
	301	1935	905	00 P 1				74.68	
			TOT	P1			4.03	74.68	
			TOT	N1			4.03CR	1,158.99	
			** JOB TOTALS **			**	**		

9875 2636

Salem, [illegible] 1-21-81 Index 236-1964

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name N. Yamhill River (Oak Ridge Rd.) Bridge
Oak Ridge Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971. New r/w acquired by CSHD staff.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR - 9 1981

County of _____

_____
County Judge/Chairman

Certified By:

_____
Regional Right-of-Way Supervisor

Date 1-21-81

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

RECEIVED

YAMHILL COUNTY
Oregon

9292

COUNTY ROADMASTER

Lloyd H. May

REGION 2 ENGINEER
RECEIVED
JAN 13 1981
RLE RBE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

505-3600(1)

January 6, 1981

Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

I am in receipt of your letter of December 31, 1980, prints of drawings 35724 and 35575, and the foundation and hydraulic reports for the North Yamhill River structure on Oak Ridge Road.

The cost estimate looks very reasonable and stays within our budgeted funds. I would however like to modify the work to be done by contract in the following areas,

1. Guardrail purchase and installation should be included in the contract. Since this is specialized work that the County would probably "job out" anyway, it might just as well be done under this contract.

2. Removal of the existing structure should be split such that the prestressed concrete deck slabs, all decking and wooden stringers, and the removal of the west bank pile caps and piles will be done by the County. The steel truss is to be removed and disposed of by the contractor as well as the demolition and removal of the east bank concrete pier. We request this change because our crane can not handle the removal of the truss and it would seem more efficient to have the contractor remove it since they will have to bring their own large crane on site for their work.

3. Yamhill County should still construct the fill and paving, however the plans are not specific as to whose responsibility the rip-raping would be - we would perfer the contractor to perform this task.

While reviewing the plans I noticed two items that should be corrected prior to final plans distribution. Page 1 indicates the bridge number as 6610A - it should read 6610C. Page 2 shows the proposed structure as being 28' x 205' - I believe that should be 28' x 140'.

Aside from the minor changes mentioned immediately above, this County approves the plans submitted to us as witnessed by the signatures on the enclosed plans.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JAN 14 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Sincerely,

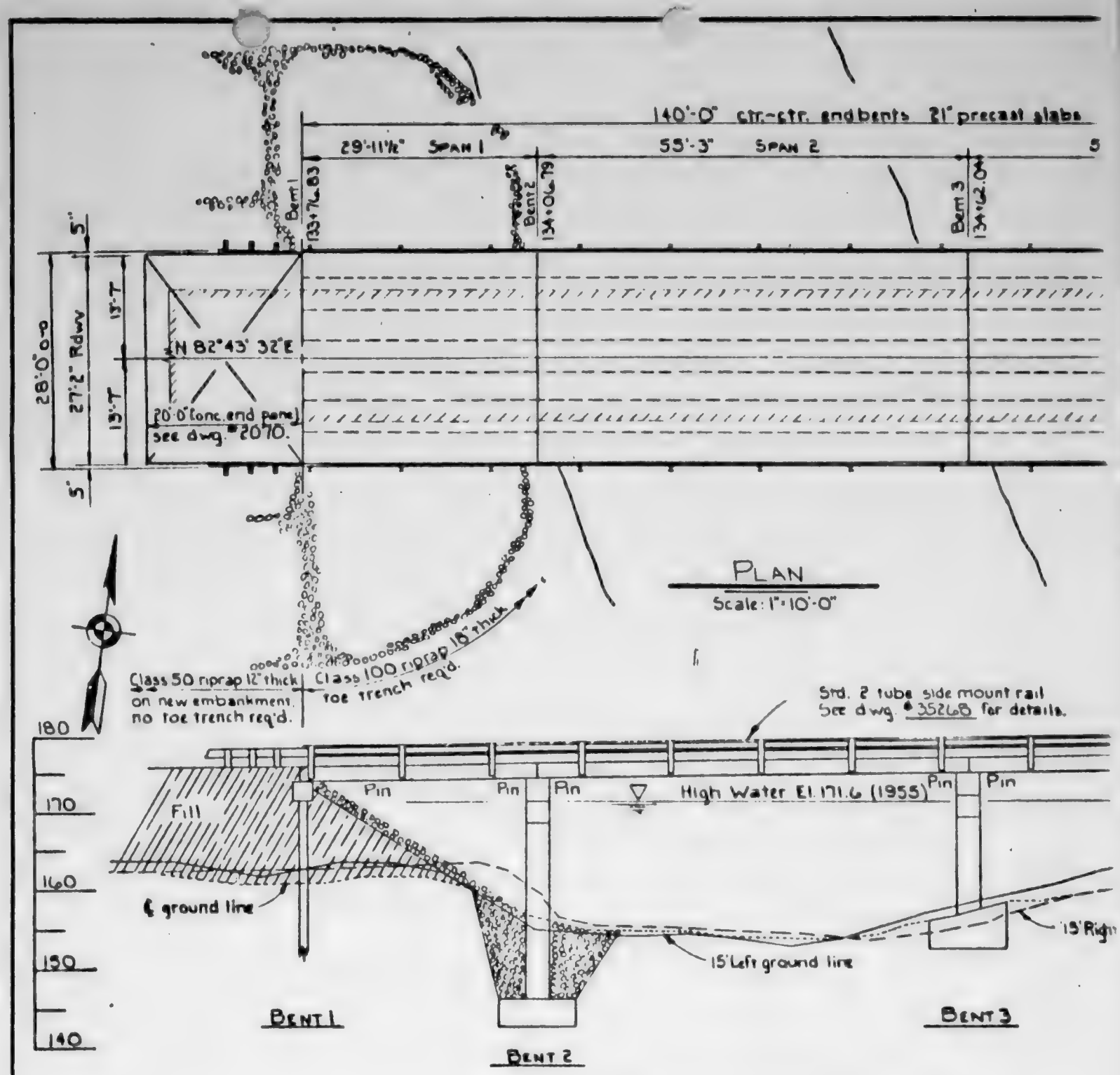
William A. Gille

William A. Gille
Office Engineer

WAG/kc
encls.

c.c. Walt Hart
Lyle Watson
Jack Sullivan

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371



PLANS APPROVED BY:

		DATE:
Colin Armstrong	CHAIRMAN	1-7-81
Tad Lyuszynski	COMMISSIONER	1-7-81
Robin J. Hamtil	COMMISSIONER	

1973

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 31, 1980

Bill Gille
Office Engineer
2061 Lafayette Ave.
McMinnville, OR 97128

Dear Mr. Gille:

Enclosed are two reduced prints of drawings 35724 and 35575 which are the preliminary plan and elevation and vicinity map for the No. Yamhill River structure. Also enclosed is a copy of the Foundation and Hydraulic reports.

A concrete bridge approach panel has been included for the west end because of the fill. The east end is about at the existing grade and a panel was not shown. If Yamhill County wants something different, please let us know.

Our present estimate of cost for the proposed project is $190,000. This includes 20 percent allowance for engineering and contingencies but does not include grading, paving, guardrail installation and removal of existing bridge, except the concrete pier.

A single span bridge was studied for this site. This would eliminate the river piers but would cost $236,000 and would increase the grading and paving which Yamhill County plans to do.

Please review the plans and return one set to this office with your comments and appropriate signatures in the approval block.

Sincerely,

Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/rgb
cc: LPU

9272

STATE OF OREGON

INTER-OFFICE MEMO

TO: C. O. Fredrickson
Region 2 Engineer Attn. P. O. Stearns

DATE: December 29, 1980

DES 23
Br 6610A

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT:
N. Yamhill River Bridge
N.Yamhill R. (Oak Ridge Rd.) Br. Section
Oak Ridge Road
Yamhill County
Bridge 6610A

Enclosed are four reduced prints of drawings 35724 and 35575 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed is a copy of the Foundation and Hydraulic reports which should be forwarded to Yamhill County.

A concrete bridge approach panel has been included for the west end because of the fill. The east end is about at the existing grade and a panel was not shown. If Yamhill County wants something different, please let us know.

Our present estimate of costs for the proposed project is $190,000. This includes 20 percent allowance for engineering and contingencies but does not include grading, paving, guardrail installation and removal of existing bridge, except the concrete pier.

A single span bridge was studied for this site. This would eliminate the river piers but would cost $236,000 and would increase the grading and paving which Yamhill County plans to do.

(Please use these prints to obtain the approval of Yamhill County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.)

We plan to call for bids on this project on April 30, 1981.

JMT:dh
Enclosures

cc H. A. Schell /w/ 1 set prints, Foundation and Hydraulic Reports
Engineering /w/ 1 set prints
Local Government /w/ 1 set prints
Environmental (M. Banks) /w/ 1 set prints

Contains recycled materials
25-1307

STATE OF OREGON

INTEROFFICE MEMO

DATE: December 9, 1980

TO: Jim Dixon
Region 2 R/W Supervisor
Attn: Perry Crosley

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 176
N. Yamhill R. Br. Sec.
Oak Ridge Road
Yamhill County

MISC. CONTRACTS and AGREEMENTS No. 6721

We are returning two signed copies of the subject right of way services agreement. One copy can be sent to Yamhill County and the other retained for your files.

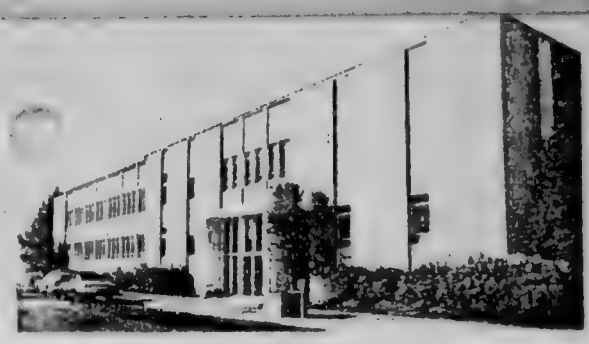
The project will be programmed.

AE
mp
Enc.

cc: C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

9292

YAMHILL COUNTY
Oregon



COUNTY ROADMASTER
Lloyd H. May

November 25, 1980

REGION 2 ENGINEER
RECEIVED
DEC 3 1980
RLE RAE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

Mr. Phil Stearns
Region II Federal Aid Engineer
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Re: Oak Ridge Bridge design width

Dear Phil ,

Pursuant to our conversation last Friday in Eugene I am writting you to confirm that Yamhill County approves the subject bridge design and in particular the 28 foot deck width. Our traffic history for this area indicates both a low traffic count as well as a slow growth rate.

The predominant zoning in this area is a mix of agricultural, forestry and excusive farming with minimum lot size of 20 and 40 acres. This mix would not appear to be conducive to rapid development in the area.

Because of the above stated reasons I do not believe that the additional expense incured by the public to construct a 32 foot wide deck with the related substructure is justified. Please be advised that Yamhill County strongly urges that the proposed 28 foot wide deck design be allowed.

Sincerely,

William A. Gille

William A. Gille
Office Engineer

WAG/ew

PROJECT MANAGEMENT BRANCH
SIE M
PLE
REFERRED TO HAL
FOR
FILE: FM FA LG.

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

STATE OF OREGON

INTEROFFICE MEMO

ROW 12

TO: Ken Rolfe
Reg. R/W Supervisor
REGION 1

DATE: September 30, 1980

FROM Adele L. Egan
R/W Office Unit Supervisor

SUBJECT Files 51569 & 51570
N. Yamhill Riv. (Oak Ridge Rd.) Bridge Sec.
Oak Ridge Road
Yamhill County

Attached are two copies each of two original option forms covering right of way to be acquired in connection with the N. Yamhill River (Oak Ridge Road) Bridge Section of Oak Ridge Road in Yamhill County. This contract is scheduled for letting on March 26, 1981.

The Federal Aid Project Number is SOS-3600 (1).

Please appraise, complete Relocation computation and negotiate.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of September 24, 1980.

We are attaching three prints of Map IR-3-1473 covering this area and bearing our date of September 26, 1980.

File No.	Name	Area
51569	Donald E. Thies & Ronald W. Thies	0.04 ac.
51570	Rollie [illegible] & Kathleen Morris and Theodore L. & Joyce A. Morris	0.47 ac.

AC:nn
Enc. 2 Options, etc.
cc: C. O. Fredrickson/2 prints
Appraisal/1 print & Auth. List
F. Lowe
Title/1 print
A. Riveness/Exhibit
Don Harwell

01-25 1367

9292

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: September 10, 1980

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: North Yamhill River Bridge 905
Oak Ridge Road
Yamhill County

The proposed project will replace the existing 215-foot long, multiple span structure consisting of 17-foot and 14-foot long approach spans on the east, a 96-foot long, steel through-truss as the main span, and four-foot, 21-foot, 21-foot and 21-foot long approach spans on the west end. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The North Yamhill River is a north-south tributary of the Yamhill River and drains an area of approximately 76.6 square miles above the proposed bridge site. The recurrence interval vs. peak discharge relationship listed below contains adjusted values based on a Log-Pearson Type III statistical analysis of gage number 14-1943 (drainage area = 9.0 square miles) and gage number 14-1970 (drainage area = 66.8 square miles). Both of the above gages are located on the North Yamhill River.

Recurrence Interval	Peak Discharge
100-year	12,000 cfs
50-year	10,800 cfs
25-year	9,500 cfs
10-year	7,800 cfs
5-year	6,500 cfs

The largest flood of record occurred on December 21, 1955, when a peak discharge of 9,530 cfs (60-year recurrence interval) was measured at gage number 19-1470. The estimated peak discharge at the bridge site during this flood is 11,000 cfs. The december 22, 1964 flood is estimated to have had a peak discharge of 10,400 cfs (40-year recurrence interval) at the bridge site.

HYDRAULIC DESIGN

The 25-year flood of 9,500 cfs was chosen as the design flood with an estimated highwater elevation of 170.9 feet (MSL). The estimated high-water elevation during the 100-year flood is 171.9 feet (MSL).

Contains recycled materials

According to Ted Morris, 40± year resident in the area, roadway overflow occurs west of the bridge every 3 to 4 years. This roadway overflow occurs when the river overflows its banks approximately 1000± feet upstream of the bridge. When it first occurs, the water is still contained within the channel at the bridge site.

The existing structure was analyzed and found to create 0.1-foot and 0.2-foot of backwater during the 25-year and 100-year floods, respectively. During the 25-year flood approximately 9,150 cfs is conveyed through the bridge opening with the remaining 350 cfs conveyed as roadway overflow. During the 100-year flood approximately 10,600 cfs is conveyed through the bridge opening with the remaining 1,400 cfs conveyed as roadway overflow. The existing structure provides a waterway area of approximately 1,850 square feet below the design highwater. The approach spans on the west end are not very effective since they are overgrown with fairly dense vegetation which retards the flow of water.

To maintain the status quo, the proposed structure should provide a waterway area of 1,600 square feet below the design highwater elevation. A three-span structure, 180 feet long provides the above waterway area and will create 0.1-foot and 0.3-foot of backwater during the 25-year and 100-year floods, respectively.

Since there are no residences upstream of the structure, it is suggested that a shorter structure which creates more backwater be considered in lieu of maintaining the status quo. A structure which provides a waterway area of 1,310 square feet below the design highwater was analyzed and found to create 0.4 and 0.7 feet of backwater during the 25-year and 100-year floods, respectively. These backwater values are considered to be somewhat conservative since it was assumed that the amount of roadway overflow and flow through the structure opening are the same as for the existing structure. The above waterway area is satisfied with a structure approximately 140 feet long. This structure will not increase the frequency of roadway overflow as the point where the river overflows its banks lies upstream of the backwater effect.

RIPRAP

It is suggested that the fresh embankment slopes be protected with an 18-inch blanket of class 100 loose riprap. The riprap should have a toe trench and no filter blanket will be required.

DWB:ge
Attachment
cc: Frank Terpin w/att. D. Christensen w/att.
Walt Hart " Don Harwell "
Jack Davis " C. O. Fredrickson "
Herb Schell, FHWA "

PROJECT MANAGEMENT BRANCH
ASME ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
SEP 11 1980
REFERRED TO Hal
FOR
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1955)
Discharge - cfs / m^3/s	9,150	10,600	10,100
Frequency – yrs.	25	100	60
H.W. Elevation Natural Channel ft. / m.	170.9	171.9	171.6
H.W. Elevation Channel Change ft. / m.	—	—	—
Average Velocity fps / mps	7.0±	7.4±	7.3±

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: The discharge values listed above are the discharges which will be conveyed by the bridge opening.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

North Yamhill River Bridge
Oak Ridge Road
Yamhill County

COMPILED BY: [illegible]

DATE: [illegible]

7212

7-20

236-1964-901

North Yamhill River Bridge
Oak Ridge Road (Co. Rd. 224)
Yamhill County

LOCATION NARRATIVE

History

This survey was authorized March 20, 1978, for the purpose of obtaining field data for plans and specifications for replacement of the existing 17'x220' combination steel truss and trestle pile bridge.

Project Termini

This project begins at station "L" 131+00 and terminates at station "L" 137+50. Total length of project is 0.1 miles.

Description of Proposed Work

Work to be performed by Yamhill County:

* All earthwork, aggregate base, paving, guardrail installation and removal of existing bridge (with the exception of concrete pier and abutment). Also, all temporary and permanent striping, signing and maintenance of detour route will be performed by County forces.

Work to be performed under contract:

Construction of new structure, reinforced concrete bridge end panels and removal of concrete pier and abutment (if necessary) will be contracted.

Temporary Protection and Direction of Traffic

Due to there being no change in horizontal alignment the road will be closed to through traffic. Traffic will be rerouted to a gravel road ¼ mile westerly that runs parallel to present road. Access will be maintained to homes and farms within the detour area. A detailed signing and detour plan is included with this location survey.

Utility Conflicts

Portland General Electric Co. has two power poles which will require relocation. The first pole (I D # 3346 1307) is left of station 132+35 and the second pole (I D# C 346 1306) is left of station 136+00.

No other utility conflicts are anticipated other than Continental Telephone Co. cables strung on power poles.

North Yamhill River Bridge - Location Narrative Continued

Right of Way

The existing right of way is 60 feet wide. We were unable to resolve the existing R/W and property lines due to limited funds for a more extensive search for pins and the fact that the County has not defined their alignment through this section of the road (they have it defined to within one mile of project). We have assumed the existing stripe as adjusted ("L" line) to be correct.

The new right of way as proposed will be 50 feet wide an each side of road from station "L" 132+29.99 P.T. to station "L" 135+02.14 P.C.

From station "L" 135+02.14 P.C. to station "L" 137+00.00 P.O.C. on the left side and paralleling "L" centerline the new right of way will be 40 feet wide. A total of 0.31 acres is to be acquired.

Horizontal Alignment

Coordinates for this project are Oregon Grid North Zone. Coordinates were derived from ties between "P" line and triangulation points "Pike" and "Cove" located near project. "L" line was designed to follow existing centerline as closely as possible and yet maintain definable alignment.

Vertical Alignment

The proposed grade is approximately one foot lower at station 133+00 and matching existing grade back at station 131+50. The grade is approximately three foot higher at station 135+50 and matching existing grade ahead at station 137+00.

Due to the high degree of curvature (18°) and the proximity of a reversing curve it was decided to use half superelevations; this also had the effect of reducing buildup over slabs for super correction. Elevations are from mean sea level.

Typical Section

The main typical section as proposed is as follows:

1½" Class "B" or "C" A.C. Wearing course.
3" Class "B" or "C" A.C. Base Course.
18" 1½"-0 Aggregate Base.

The standard pavement width is 28' incorporating two travel lanes each ten feet wide and two paved shoulders each four feet wide.
The standard width varies as follows:

Station 131+50 to 132+50 varies from 20' to 34'
Station 132+50 to 133+25 varies from 34' to 28'
Station 133+25 to 135+18 remains at 28'
Station 135+18 to 135+70 varies from 28' to 32'
Station 135+70 to 137+00 varies from 32' to 20'

Typical section is derived from surfacing design unit's base design.

North Yamhill River Bridge - Location Narrative Continued

Embankment, Riprap and Concrete Materials

Above materials are available from commercial sources within a ten to twenty mile radius of the project.

Proposed Structure

The proposed structure will begin at station 133+25 and end at station 135+~~18~~ 58, following the alignment of the existing bridge. The structure will have three slab spans of 70', 70', and ~~53'~~ 65 with a width of 28'.

The entire structure will be in a super-runoff which will require a maximum buildup with asphaltic concrete of ~~1-5/8"~~.

It was requested by Region 2 location office that the existing bents be utilized where possible and the present bridge opening be reduced as much as is practial while maintaining an adequate waterway.

Of the existing bents only bent #4 might be modified for use on the new structure. The existing pier in the vicinity of bent #3 is positioned such that its use for the new structure is not compatible with prestressed slab span construction lengths.

The bridge opening chosen by this office is based on a comparison with a bridge constructed downstream approximately 3200' in 1955 by Oregon State Highway Division, enabling reduction of proposed structure length from 220' to 193'.

Anticipated Items

Permanent striping
Permanent signing

J. H. Martin
Resident Engineer

N. Yamhill River Bridge
Addendum to Narrative

Loren A. Weber
Region Location Engineer
July 1980

Vertical Alignment: The proposed grade matches at Station 131+50. (Using .03' per foot super, the grade matches on the left side at Station 133+50.) Rather than having the entire bridge in a super run off it was proposed to set the slabs on a shed roof section of .02'/foot slope and build up from there with asphalt to .03'/ft. On the west end this would taper to a .02'/ft. super in the opposite direction in 150 feet. The proposed future alignment shows a curve starting at approximately 95 feet from the end of the proposed bridge, but there is actually 150 feet of tangent existing. It was proposed to use .03'/ft. super because the safe speed super chart shows this having a speed of 30 miles per hour; .04'/ft shows 31 miles perhour.

Structure: The field has a length of 193 feet, but in looking at the 3-line profile on the east end it was decided to move that end ahead 12 feet to better fit the ground left and right of center line. It was originally thought to save the existing abutment on the east end. However, by lengthening the structure beyond that location, this would not be possible. In any event, the top of this abutment would have to be extended and capped to fit the proposed shed roof section. Bridge design gave no credit for its value in their estimate.

Impact Panels: It was thought to not use impact panels because of the low volume of this road and the high cost ($9500).

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION North Yamhill River Bridge UNIT OR PART _____ Sheet 1 of 1

HIGHWAY Oak Ridge Road Co. Rd. #244 PREFIX 236-1964-901 COUNTY Yamhill

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	100%	33,000.00	23,000.00
2	500	New Structure	Lump Sum	100%	318,000.00	318,000.00
3	500	Reinforced Concrete Bridge End Panels	Sq. Yd.	124.4	77.00	9,579.00
						350,579.00
		(Does not include R/W aquisition)				

9514

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: N. Yamhill River (Oak Ridge Rd.) Bridge
Date June 4, 1980

Highway: County Rd. #244
Twenty Year Traffic Coefficient 8.7

County: Yamhill
18 kip s.a. per day 96.7

Prefix: 236-1964
R value 11

Res. Engr. Jack Martin
Frost Penetration - - - -

CBE Total Requirement 27.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C.	7.0
18.0"	A.B.	18.0
23.0"		28.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government

9292

STATE OF OREGON

INTEROFFICE MEMO

DES 23
6610A

TO: Mr. C. O. Fredrickson
Region 2 Engineer

FROM: ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Bridge Engineer

DATE: March 21, 1980

SUBJECT:

North Yamhill Riv. Br.
Oakridge Road
Yamhill County
Bridge 6610A

An estimate for the subject bridge, assuming that the new structure can be shorter than the existing and that a 28-foot roadway is satisfactory, is $300,000. This is based on a cost per square foot estimate and includes an allowance of 40 percent for engineering and contingencies. It does not include grading and paving.

A 3-span, 26-inch deep, prestressed slab bridge 180 feet long and 28 feet wide was assumed. This is somewhat shorter than the existing bridge but about the same length as the next bridge downstream on Moores Valley Road.

JMT:smd

~~cc Don~~ Harwell

HAL

Rp
Dm H

81-125-1387

9292 1-22-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-3600(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90003

COUNTY NAME
Yamhill

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
JAN 30 1980
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-29-80	1-29-80	Non Federal aid
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
N. Yamhill River (Oak Ridge Road) Bridge SEction

GENERAL DESCRIPTION OF WORK:
Right of Way and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify) See below

TEC $5,000 Federal funds limited to $4,280

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of 6-5-79 you are now authorized to proceed with the actual acquisition of right of way for the subject project. Federal participation is limited to that right of way actually incorporated in the final location. Also, as requested in Mr. Swan's June 5, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $226,200 Federal funds $194,720 in accordance with the provisions of your approved Secondary Road Plan If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970 this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-29-80	S. K. Hammes	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

9272

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 5, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Program Change
Item No. 90003
Project No. SOS-3600(1)
N. Yamhill River (Oak Ridge Rd.)
Bridge Section
Yamhill County

I hereby request your approval of a program change on the subject project to include the right-of-way and construction phase in the character of proposed work as indicated on the enclosed Request for Program Change PR-9 forms.

I further request the following:

1) Authorization to proceed with the actual acquisition of right-of-way at an estimated total cost of $5,000 with an obligation of $4,280 in federal funds. No relocation assistance is involved.

2) Authorization for construction at an estimated total cost of $221,200 with an obligation of $189,720 in federal funds.

CL:dmc
cc: H. Reynoldson
B. Gifford
236-1964

Budget Bureau No. 41-R2068;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (18-20)	PROJECT LOCATION (45 typewriter spaces) (21-65)			FUTURE (66-70)	YEAR (71-72)	REGION (74-75)	STATE NAME
2		Co. Rd. Approx. 2 mi. W. of City of Yamhill	ADT	DHV 100 500	---	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) (28-62)	NATL. FOREST (63-64)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66-68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72-73)	PL AUTH YR (74-75)	PROJECT NUMBER: PREFIX LETTER(S) (14-23)	NUMBER-AGR. (7)
3	PE, R/W One Bridge								SOS-	3600

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Safer Off-System Roads	Yamhill

NAME OF URBAN AREA (17-31)	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
---	Non	N	Non	Co.

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54-58)	PROJECT COST: TOTAL COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	
1	(14-15)	16	41	42	43 - 46	53									
5					PE		ITEM AS NOW PROGRAMED	90003	SOS-3600(1)	"N. Yamhill R. (Oak Ridge Rd.) Bridge Section"	0.16	24,500	21,000	3,500 (Co.)	Pre inc and
					ROW										
					CONST										
										PROJECT TOTAL	0.16	24,500	21,000	3,500 (Co.)	
5					PE		RE-QUESTED REVISION	90003	SOS-3600(1)	"N. Yamhill R. (Oak Ridge Rd.) Bridge Section"	0.16	24,500	21,000	3,500 (Co.)	PE ity gic tic bri gra
					ROW						0.16	5,000	4,280	720 (Co.)	
					CONST						0.16	221,200	189,720	31,480 (Co.)	
												(16) (23)	(24) (33)		
										PROJECT TOTAL	0.16	250,700	215,000	35,700 (Co.)	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→	CODE 11	CODE 2

REASON FOR CHANGE: To add the right-of-way and construction phase.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APP
10-4-78	DATE: June 5, 1979	DATE	DATE
OTHER: 10-24-78, 12-8-78	SIGNATURE	SIGNATURE	SIGNATURE
	Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Rd. Approx. 2 mi. W. of City of Yamhill	ADT	DHV 100 500	--- 98	10	Oregon	41	680	90003

RK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
e								SOS-	3600 (1)		

m Roads — COUNTY NAME: Yamhill — CODE 071

F.A. SYSTEM: Non — RTE NO.: N — FEDERAL AID: Non — STATE: Co. Rd. — U.S.: ---

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
93	ITEM AS NOW PRO-GRAMED	90003	SOS-3600(1)	"N. Yamhill R. (Oak Ridge Rd.) Bridge Section"	0.16	24,500	21,000	3,500 (Co.)	Preliminary engineering incl. utility prep. work and archeological salvage.
				PROJECT TOTAL	0.16	24,500	21,000	3,500 (Co.)	
	RE-QUESTED REVISION	90003	SOS-3600(1)	"N. Yamhill R. (Oak Ridge Rd.) Bridge Section"	0.16	24,500	21,000	3,500 (Co.)	PE all phases incl. utility prep. work & archeological salvage R/W acquisition, const. reinf. conc. bridge 220' in length, grade & pave approaches.
					0.16	5,000	4,280	720 (Co.)	
					0.16	221,200	189,720	31,480 (Co.)	
				PROJECT TOTAL	0.16	250,700	215,000	35,700 (Co.)	

submitted Yes ☐ — PROJECT WITHDRAWN YES ☐

CODE 11 — CODE 2

REASON FOR CHANGE: To add the right-of-way and construction phase.

more projects. Prepare a form PR-1 for all such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: June 5, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

ss of project to another, or covers joint financing, show both classes of funds involved.

OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

N. Yamhill River (Oak Ridge Rd.) Bridge Section
Project No. S(S-3600(1)

Remarks contirued: Revise project data to include right-of-way acquisition ard the construction phase as follows:

1) Right-of-way acquisition all phases.
2) Construct reinforced concrete bridge 220' in length with 32 ft. roacway and 4 ft. sidewalk on one side, grade and pave approach roadways. Adjustment of utilities as required.

Note: No relccation assistance is involved.

YAMHILL COUNTY
Oregon

9292

COUNTY ROADMASTER
LLOYD MAY

May 16,1979

Phil Stearns
REgion Federal Aid Engineer
Department of Transportation
Highway Division
Region 2
2960 E.State Street
Salem, Oregon 97310

Subject: North Yamhill River Bridge Project.
Bridge #6610C, County Road #224

Dear Mr. Stearns:

This letter is to confirm our recent telephone conversation concerning the Safer Off- System bridge project on the subject bridge. As you recall, the Yamhill County Board of Commissioners has decided to go ahead with the preliminary engineering to Plans, Specifications, and Estimate(P.S.& E.) and wait for the funds for this project. This project will also be listed for possible Limited Special Bridge Replacement funding.

I would appreciate any additional information you might come across concerning either of these two funding sources.

Sincerely yours

William A. Gille
William A. Gille
Office Engineer

WAG:vk

PROJECT MANAGEMENT
PME ☐ CCE ☐ CM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 1 1979

Jack Christensen

Reynolds
Show this info w/Christensen

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

9273

Form [illegible] 1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
2/6/79	CC 1978	

CREDIT DISTRIBUTION

236-1964

BILL TO: Code:

Yamhill County Board of Commissioners

Courthouse

McMinnville, Oregon 97128

Attn: Lloyd May, County Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the N. Yamhill R. (Oak Ridge Rd.) Br. SOS-3600(1).			

AD528

Advance Deposit Amount	$ 3,500.00
Advance Deposit Previously Transferred to Highway Fund	$ ---
Balance	$ 3,500.00
Transfer to Highway Fund	$ 2,700.00
Refund Due	$

Amount Due . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:

Harold Reynolds

Harold Reynolson

Approved:

Gerald W. Wimer

Gerald W. Wimer

SP*35736-734

4212

November 9, 1978

Yamhill County
Board of Commissioners
Courthouse
McMinnville, Oregon 97128

Attn: Mr. Lloyd May
Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the North Yamhill R. (Oak Ridge Road) Bridge Section. This is an Off-Systems project #SOS-3600(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$24,500.00
Federal Funds	21,000.00
Balance	$ 3,500.00
Local Share: $3,500.00	

Rec'd 1/23/79 Informal

Please make your check in the amount of $3,500.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#528: Vern Skoog-Please return completed AD#528 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

Form E-39 (Rev. 9-71)

7292

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North Yamhill River Bridge

Highway Oak Ridge Road

County Yamhill

Date Nov. 9, 1978, 19

Authorization No. 1

Survey Prefix 236-1465 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: Prepare Plans for Bridge replacement

Estimate of cost:			
Bridge Design (ONLY)		906	10,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 10,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr. — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Respin
Location Engineer

Approved:

Tech. Serv. Engr. — Assistant State Highway Engineer

SP*23604-734

9292

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 26, 1978

Yamhill County Board of Commissioners
County Courthouse
5th & Evans Streets
McMinnville, OR 97128

Gentlemen:

The North Yamhill River (Oak Ridge Road) Bridge project was approved by the Transportation Commission committing only partial funding.

I am happy to inform you the Off-System funds have been re-evaluated and the necessary additional federal funds have been committed to cover the project.

Sincerely,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
cc D.H. Mechring

→ Bridge — above not factually correct for project cost # 250,000. Stearns should reinform County. Please arrange

H Kimi

Called Stearns 10/27. He will inform Co. of $250,000 limit.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-24-78

FEDERAL AID PROJECT NO. SOS-3600(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90003

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-24-78	Non Federal-aid	County Road

GENERAL LOCATION:

North Yamhill River (Oak Ridge Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PRELIMINARY ENGINEERING FOR PLAN PREPARATION including archeological salvage and utility preparatory work
TEC NTE $24,500 - F.F. $21,000

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-4-78 letter.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9792

October 19, 1978

Yamhill County
Board of Commissioners
Courthouse
McMinnville, OR 97128

MISC. CONTRACTS and AGREEMENTS No. 6721

Attention: Wanda Catt
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the North Yamhill River Bridge Section of Oak Ridge Road in Yamhill County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

YAMHILL COUNTY
Oregon

9292

COUNTY ROADMASTER
LLOYD MAY

October 6,1978

Phil Stearns
Region 11 Federal Aid Specialist
East State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

Herewith please find three (3) copies of the"Preliminary Engineering and Construction- Finance Agreement Safer Off- System Roads Project" for the Oakridge Bridge Project, three (3) copies of the "Preliminary Engineering and Construction- Finance Agreement Urban System Project", and copies of the two Board Orders (78-431 and 78-432) approving these agreements. You will notice that all copies of both agreements have been signed by the Board of Commissioners.

Please note the changes in the Oak Ridge Bridge Project Agreement. Yamhill County's Legal Council felt the revised wording would clearly state this County's legal responsibilities in the event that the remainder of the federal funds for this project are not forthcoming.

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☑ FAE ☐
OCT 11 1978

PM FA
LG CT

FAA Holmes ✓

Do you agree, can we live w/ revised language?

Sincerely yours

William A. Gille

William A. Gille
Office Engineer

WAG:vk

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

IN THE BOARD OF COUNTY COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of Approving an Agreement with the State of Oregon regarding Oak Ridge Road Bridge.

ORDER NO. 78-432

THE BOARD OF COMMISSIONERS of Yamhill County, Oregon, (the Board) on the 27th day of September , 1978, sat for the transaction of County business, in regular session, Commissioners John P. Macaulay, Colin Armstrong and Ted Lopuszynski being present.

IT APPEARING TO THE BOARD that a Preliminary Engineering and Construction-Finance Agreement has been proposed between Yamhill County and the State of Oregon, acting by and through its Department of Transportation, Highway Division, to construct the North Yamhill River Bridge Section of Oak Ridge Road, and

IT FURTHER APPEARING TO THE BOARD that it would be in the best interests of Yamhill County to approve this Agreement.

IT IS HEREBY ORDERED BY THE BOARD that the Agreement, recorded in Volume _____, Page _____ of the Miscellaneous records of Yamhill County, Oregon, which by this reference is incorporated herein as if fully set forth herein, be and hereby is approved by Yamhill County and the Board of Commissioners is hereby authorized to execute the same.

DONE this 27th day of September, 1978, at McMinnville, Oregon.

ATTEST:

YAMHILL COUNTY BOARD OF COMMISSIONERS

of Oregon regarding Oak Ridge)
Road Bridge.)

THE BOARD OF COMMISSIONERS of Yamhill County, Oregon, (the Board) on the 27th day of September , 1978, sat for the transaction of County business, in regular session, Commissioners John P. Macaulay, Colin Armstrong and Ted Lopuszynski being present.

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DONE this 27th day of September, 1978, at McMinnville, Oregon.

ATTEST:

WANDA CATT
County Clerk

Patricia A. Mullen
Deputy

APPROVED AS TO FORM:

By:
Robert S. Willoughby, Legal Counsel

YAMHILL COUNTY BOARD OF COMMISSIONERS

Chairman John P. Macaulay

Commissioner Colin Armstrong

Commissioner Ted Lopuszynski

9292

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310-

October 4, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90003
Project No. SOS-3600(1)
N. Yamhill River (Oak Ridge Rd.) Bridge Section
Yamhill County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering, including utility preparatory work and archeological salvage, at an estimated total cost of $24,500 with an obligation of $21,000 in Federal funds.

DRH:dmc
Attachments
cc: C. O. Fredrickson
Harold Reynoldson

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

October 4, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 55		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
		Co. Rd. Approx. 2 mi. W. of City of Yamhill	ADT	100 DHV 500	---	98	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 7
	Preliminary Engineering								SOS-	3600

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME (14)	COD
	Safer Off-System Roads	Yamhill	07

NAME OF URBAN AREA 17-31 --

ROUTE NO. N | FEDERAL-AID (32) Non | STATE (36)(37) Co. Rd. | U.S. --

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		"N. Yamhill River (Oak Ridge Rd.) Bridge Section"	0.16	24,500	21,000		3,500 (Co.)
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	0.16	24,500	21,000		3,500 (Co.)

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES (16)(23)(24)(33)	REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

October 4, 1978 (PPM 21-1)

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. Approx. 2 mi. W. of City of Yamhill (65)	ADT	100 DHV 500	--- (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	90003 (14) (18)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
y Engineering (62)	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- (14) (23)	3600 (7) (13)	(1)	(24) (26)	(27)

-System Roads

COUNTY NAME: Yamhill (14) (16) CODE: 071

ROUTE NO. N | FEDERAL-AID: Non (32) | STATE: Co. Rd. (36) (37) | U.S.: -- (41)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(46)	(53)		(54) (58)	(59) (66)	(67) (76)			
			0.16	24,500	21,000		3,500 (Co.)	
W								
NST (DE)		"N. Yamhill River (Oak Ridge Rd.) Bridge Section"						ROW-60' min.; Access Control-none; Parking Restrictions-none.
	DRH	PROJECT TOTALS	0.16	24,500	21,000		3,500 (Co.)	
				(16) (23)	(24) (33)			

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

NORTH YAMHILL RIVER (OAK RIDGE RD.) BRIDGE SECTION
PROJECT NO. SOS-3600(1)

Existing Facility:
Roadway--Bituminous surfaced 2-10 ft. travel lanes with 4-ft. shoulders.
Structure--N. Yamhill River (Oak Ridge Rd.) Bridge No. 6610, Steel truss, Length 220 ft., HC 18 ft.

Adjacent Sections: Same as Existing Facility.

Project Data: Work under this project consists of preliminary engineering including utility preparatory work and archeological salvage for the future construction on improved alignment of a reinforced concrete structure approximately 220-ft. long with a 32-ft. roadway with a 4-ft. sidewalk and approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State Clearinghouse and District 3 approved letters dated September 12, 1978 and September 6, 1978 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 26, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of the project.

Note: 1) This project is in Congressional District No. 1.
2) Included in FY 78 annual program under statewide Safer Off-System Roads.

9242

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE HWY ENGR
SEP 25 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY Division

PROJECT TITLE: N Yamhill River Bridge

DATE: September 12, 1978

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

NOTED H.S. COULTER

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Engineer
District 3 Engineer
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7808 2 280 Due Date: SEP

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please see attached comments.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 9/11/78

Replacement of the North Yamhill River (Oak Ridge Road) bridge in Yamhill County should not have a significant impact on fish and wildlife if state water quality standards are maintained and the planning and implementation of the project is coordinated with this department. Please consult with our district field biologists, John Haxton, (McMinnville, 472-8444) and Jim Heintz (Salem, 378-6925) regarding site selection, timing of construction and habitat protection measures.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LAND CONSERVATION AND DEVELOPMENT

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency L.C.D.C. By Gordon Gillerley

7808 2 280

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the County of Yamhill's comprehensive plan and efforts to update the plan (i.e. the Yamhill's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

DB
8/18/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 8 1978
STATE SOIL AND WATER
CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7808 2 180 Due Date: SEP 1 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

YAMHILL SWCD - DEPT. OF TRANS. - REPLACE EXISTING STRUCTURE OAK RIDGE ROAD

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Proposed 216 Emergency Work Area near this site. Please coordinate the implementation of this project with the Yamhill SWCD. Thank you.

Agency Soil & Water By Charles V. Fiko

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 8 1978
DIVISION OF STATE LANDS

P N R S S T A T E R E V I E W

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By _____

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 2808 2 280 Due Date: SEP 1 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency _____ By David O Talbot

(62) 7292

DEPARTMENT OF TRANSPORTATION

ROBERT W STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 31, 1978

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council of Governments
200 Senator Bldg.
220 High St. NE
Salem, Oregon 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 3
Section: N. Yamhill R. (Oak Ridge Rd.)Bridge, Yamhill Co.
Highway: Oak Ridge Road
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 31, 1978.

BLG: dmc

Attachment

cc: **G. L. Green**
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 : C.O.Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 3 '78
REFER TO
FOR

7-292

PROJECT MANAGEMENT OFFICE MEMO

Date 8-28-78

Subject Yamhill Co Off-System File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Phil Stearns (another matter) Phone

Reason for contact and general discussion:

County not willing to take action based on verbal word project would be expanded to full #250,000 (#215,000 FF) funding. Wanted a check regards payback obligation. Promised instead to determine full program status and bring entire program current.

Signature I Kamei

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation | 46] DIVISION: Highway

03 | 12] APPLICANT ADDRESS STREET: O'DOT Building | 46] CITY: Salem | 76] ZIP: 97310

04 | 12] CONTACT PERSON: D. H. Moehring | 46] AREA CODE: 503 | 49] PHONE: 378 | 56] EXTENSION: 6563

01 | 12] PROJECT TITLE: N. Yamhill River (Oak Ridge Rd.) Bridge, Yamhill Co.

11 | 12] PROJECT LOCATION—CITY: Oak Ridge Road | PROJECT LOCATION—COUNTY: Yamhill | PROJECT LOCATION SEC: T: R:

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] The proposal is to replace an existing structure and to do the necessary recon-

07 | 12] struction of approaches to match the present road to the new structure. Alter-

08 | 12] native locations will be considered during the preliminary engineering phase.

09 | 12]

10 | 12]

12 | AMOUNT REQUESTED—FEDERAL FUNDS | NON-FEDERAL MATCHING FUNDS | OTHER | TOTAL

12] (A) Grant	20] (B) Other	28] (C) State	36] (D) Local	44] (E) FUNDS	52] (F) FUNDS
124,000			20,000		144,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 | 12] FEDERAL AGENCY NAME: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME: FHWA

17 | (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: ~~July 31, 1978~~

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: August | 43] DAY: 31 | 45] YEAR: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 31, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non Major environmental impact under Oregon's Action Plan.

50S-3600(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 19, 1978

Section N. Yamhill Riv. (Oak Ridge Rd) Br Unit (if appl) _____

County Yamhill OS City _____

Highway Oak Ridge Road 2036 State Hwy. No. Off-System

Termini: M.P.(if appl) 0.77 Length Approximately 650 feet

Region 2 Construction Estimate $144,000
Program Amount

B. Purpose of Project:

The proposal is to replace an existing obsolete steel truss bridge with a reinforced concrete structure designed for existing and future traffic loading, to improve safety, and minimize maintenance.

C. Origin & History of Project:

The project has been advanced by administrative action of Yamhill County officials. A Federal Aid Project Request for an off-system project dated March 9, 1978, and a Request for Authority to Survey dated March 20, 1978 have been forwarded for processing.

D. General Description of Project:

The proposal is to replace an existing structure and to do the necessary reconstruction of approaches to match the present road to the new structure. Alternative locations will be considered during the preliminary engineering phase.

Alignment: New _____ Existing _____ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 500 ; Projected ADT 1000 ; Yr. 2000

Existing Level of Service _____

Proposed Facility: Projected ADT 500 ; Yr. 1980

Projected Level of Service _____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 1+; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing material would be acquired from commercial sources. It is not anticipated that any borrow or waste disposal sites would be required.

Type of Structure(s):

The existing structure is a steel Howe truss main span with pile trestle approaches. The bridge is 220 feet long including approaches, and has 17 feet of horizontal clearance for vehicles. The proposed structure would be reinforced concrete approximately 220 feet long and have 32 feet of horizontal clearance for vehicles and a four foot sidewalk on one side.

Brief Description of River or Stream and Type of Involvement, if any:

The North Yamhill River is a tributary of the Willamette River basin. Upstream from the bridge site, the river drains approximately eight square miles of farmland and rolling foothills north and west of the community of Yamhill. The river is considered to be a valuable fishery resource. Instream work would be confined to pile driving or possibly pier construction.

Local City, County or COG priorities of project:

A Yamhill County priority for off-system construction.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Two location alternatives will be considered during the engineering study. Either replacing the structure in the present location or placing the new structure immediately downstream (southerly) from the existing structure.

Other Descriptive Information or Comments:

The North Yamhill River is a valuable fishery resource. The Department of Fish and Wildlife has indicated that July 1st to September 15th is the preferred time for instream work. Early coordination with the Department of Fish and Wildlife is desirable. A four foot sidewalk on one side of the structure is proposed for the safety and convenience of fishermen and other pedestrians. Due to the sparcity of population in this area, a bike path is not planned.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The North Yamhill River and its tributaries drain an area of northwestern Yamhill County. The headwaters of the river originate in the westerly slopes of the coastal mountain range. Flowing in a general southwesterly direction, the river joins the Willamette near Dayton, Oregon. At the bridge site, the North Yamhill skirts the northerly edge of a broad, relatively flat valley floor, and is delineated by a fringe of alder, Oregon ash, big leaf maple and oak. Wild blackberry and other unidentified shrubs and grass form a scattered understory vegetation. Soils of the valley floor are generally Willamette Silts. The rolling foothills northerly of the valley floor are marine sedimentary rock formations of sandstone, siltstone, and shales. Surface water runoff is fairly rapid and bankfull stream flow is common during periods of heavy rainfall.

2. Cultural:

The roadside culture is generally open cultivated farmland southerly of the highway and an intermix of cultivated and pasture land on the northerly side. Farms are usually quite large and farm homes are well scattered throughout the valley. There are no homesites in the immediate vicinity of the bridge site. The City of Yamhill, a small rural community of approximately 615 people, lies approximately 1.5 miles easterly of the project site.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It is anticipated that a small amount of right of way would be required. Probably less than one acre. Right of way required would be a narrow strip adjacent to the existing right of way. The land required would be from undeveloped and marginal farmland.

2. Estimated Impact on Traffic Patterns:

A temporary detour may be required during construction of the new structure. No other impacts on traffic patterns are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and ambient noise levels may be affected slightly from construction activities; however, there are no receptors in the bridge vicinity. The wider bridge with a sidewalk would improve highway safety.

3. Estimated Impact on Land Use:

None anticipated as a result of the bridge replacement.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Instream construction may disturb the stream channel slightly. A small amount of stream side vegetation would also be removed.

Consequences:

No significant impacts have been identified. However, the project will be coordinated with the Department of Fish and Wildlife to minimize possible harm.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Instream construction that might affect fish passage or habitat. Coordination with the Department of Fish and Wildlife will be accomplished to minimize this concern.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed project would not significantly affect traffic patterns, volumes or speeds. Existing or projected traffic volumes would not warrant an indirect source review.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

Enforcement of standard specifications that are a part of all contracts will assure that the project will be consistent with water quality standards.

c. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with the Yamhill County proposed comprehensive land use and transportation plans.

C. Recommended Type of Action and Documentation:

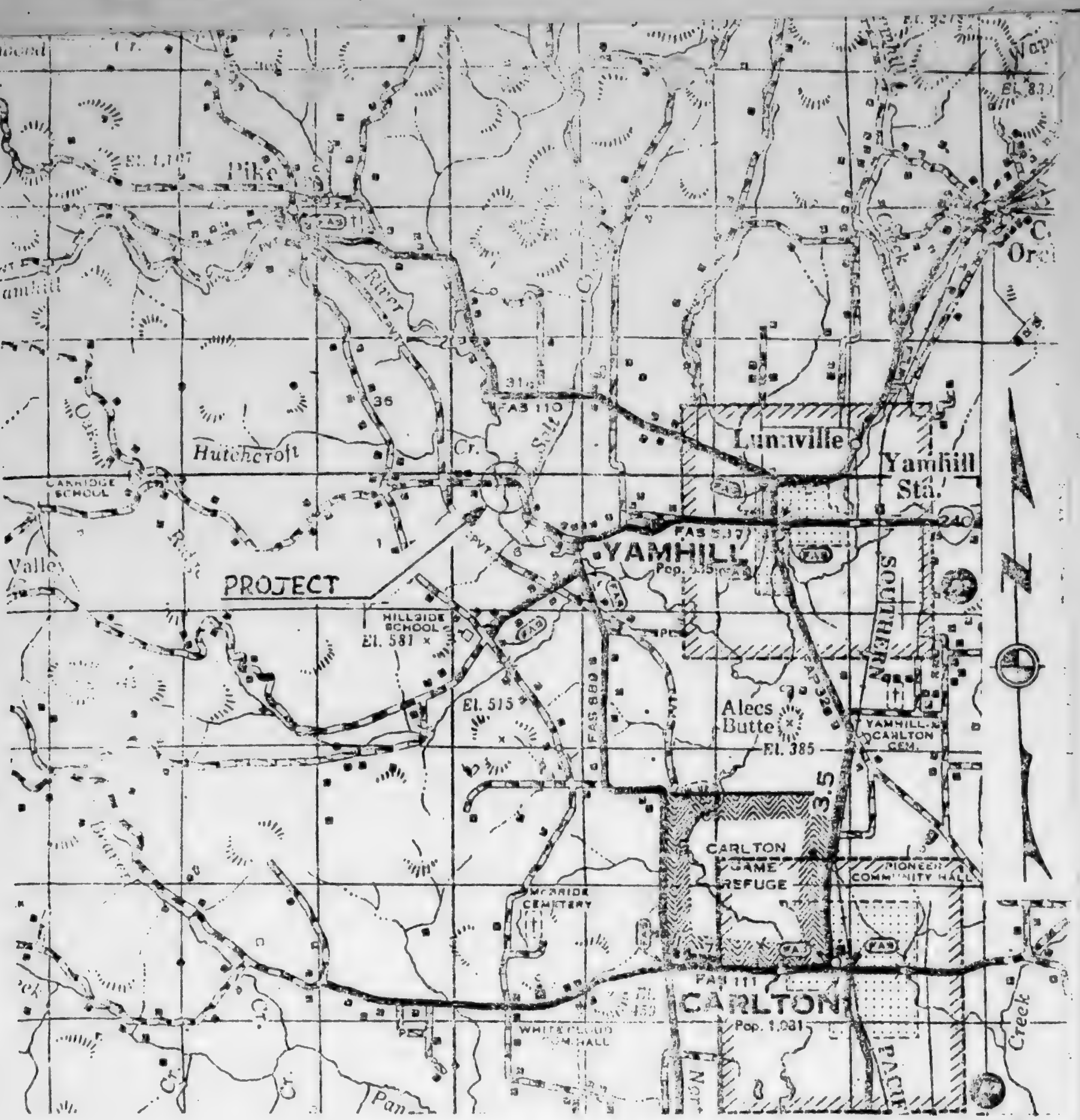
----------MAJOR ACTION---------- ---X--NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e) projects of this type are ordinarily considered to be non-major actions. No significant impacts have been identified that would require the preparation of an environmental impact statement.

D. Recommended Project Category: _____ 1 _____ 2 XX 3 _____ 4



S6, Tsn. 3S Rng. 5

PROSPECTUS MAP

North Yamhill River C-

Yamhill Co.

1292

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 26, 1978

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project SOS-3600(-)
N. Yamhill Riv. (Oak Ridge Rd.) Br.
Oak Ridge Road 2036
Yamhill County OS

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's July 19, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

Environmental Section
July 31, 1978

D. H. Moehring
J B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
C. O. Fredrickson
R. E. Kuehn
Eddie Welsh
William Fretwell
Gerald Wimer
B. L. Gifford (2)

M

OS-3600(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 19, 1978

Section N. Yamhill Riv. (Oak Ridge Rd) Br Unit (if appl) _____

County Yamhill OS City _____

Highway Oak Ridge Road 2036 State Hwy. No. Off-System

Termini: M.P.(if appl) 0.77 Length Approximately 650 feet

Region 2 Construction Estimate $144,000
Program Amount

B. Purpose of Project:

The proposal is to replace an existing obsolete steel truss bridge with a reinforced concrete structure designed for existing and future traffic loading, to improve safety, and minimize maintenance.

C. Origin & History of Project:

The project has been advanced by administrative action of Yamhill County officials. A Federal Aid Project Request for an off-system project dated March 9, 1978, and a Request for Authority to Survey dated March 20, 1978 have been forwarded for processing.

D. General Description of Project:

The proposal is to replace an existing structure and to do the necessary reconstruction of approaches to match the present road to the new structure. Alternative locations will be considered during the preliminary engineering phase.

Alignment: New _____ Existing _____ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 500 ; Projected ADT 1000 ; Yr. 2000

Existing Level of Service _____

Proposed Facility: Projected ADT 500 ; Yr. 1980

Projected Level of Service _____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 1+; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing material would be acquired from commercial sources. It is not anticipated that any borrow or waste disposal sites would be required.

Type of Structure(s):

The existing structure is a steel Howe truss main span with pile trestle approaches. The bridge is 220 feet long including approaches, and has 17 feet of horizontal clearance for vehicles. The proposed structure would be reinforced concrete approximately 220 feet long and have 32 feet of horizontal clearance for vehicles and a four foot sidewalk on one side.

Brief Description of River or Stream and Type of Involvement, if any:

The North Yamhill River is a tributary of the Willamette River basin. Upstream from the bridge site, the river drains approximately eight square miles of farmland and rolling foothills north and west of the community of Yamhill. The river is considered to be a valuable fishery resource. Instream work would be confined to pile driving or possibly pier construction.

Local City, County or COG priorities of project:

A Yamhill County priority for off-system construction.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Two location alternatives will be considered during the engineering study. Either replacing the structure in the present location or placing the new structure immediately downstream (southerly) from the existing structure.

Other Descriptive Information or Comments:

The North Yamhill River is a valuable fishery resource. The Department of Fish and Wildlife has indicated that July 1st to September 15th is the preferred time for instream work. Early coordination with the Department of Fish and Wildlife is desirable. A four foot sidewalk on one side of the structure is proposed for the safety and convenience of fishermen and other pedestrians. Due to the sparcity of population in this area, a bike path is not planned.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Ya

The North Yamhill River and its tributaries drain an area of northwestern Yamhill County. The headwaters of the river originate in the westerly slopes of the coastal mountain range. Flowing in a general southwesterly direction, the river joins the Willamette near Dayton, Oregon. At the bridge site, the North Yamhill skirts the northerly edge of a broad, relatively flat valley floor, and is delineated by a fringe of alder, Oregon ash, big leaf maple and oak. Wild blackberry and other unidentified shrubs and grass form a scattered understory vegetation. Soils of the valley floor are generally Willamette Silts. The rolling foothills northerly of the valley floor are marine sedimentary rock formations of sandstone, siltstone, and shales. Surface water runoff is fairly rapid and bankfull stream flow is common during periods of heavy rainfall.

2. Cultural:

The roadside culture is generally open cultivated farmland southerly of the highway and an intermix of cultivated and pasture land on the northerly side. Farms are usually quite large and farm homes are well scattered throughout the valley. There are no homesites in the immediate vicinity of the bridge site. The City of Yamhill, a small rural community of approximately 615 people, lies approximately 1.5 miles easterly of the project site.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It is anticipated that a small amount of right of way would be required. Probably less than one acre. Right of way required would be a narrow strip adjacent to the existing right of way. The land required would be from undeveloped and marginal farmland.

2. Estimated Impact on Traffic Patterns:

A temporary detour may be required during construction of the new structure. No other impacts on traffic patterns are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and ambient noise levels may be affected slightly from construction activities; however, there are no receptors in the bridge vicinity. The wider bridge with a sidewalk would improve highway safety.

3. Estimated Impact on Land Use:

None anticipated as a result of the bridge replacement.

Consequences:

Consequences:

4. Expected Impact on Natural Ecological Resources:

Instream construction may disturb the stream channel slightly. A small amount of stream side vegetation would also be removed.

Consequences:

No significant impacts have been identified. However, the project will be coordinated with the Department of Fish and Wildlife to minimize possible harm.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Instream construction that might affect fish passage or habitat. Coordination with the Department of Fish and Wildlife will be accomplished to minimize this concern.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed project would not significantly affect traffic patterns, volumes or speeds. Existing or projected traffic volumes would not warrant an indirect source review.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

Enforcement of standard specifications that are a part of all contracts will assure that the project will be consistent with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with the Yamhill County proposed comprehensive land use and transportation plans.

C. Recommended Type of Action and Documentation:

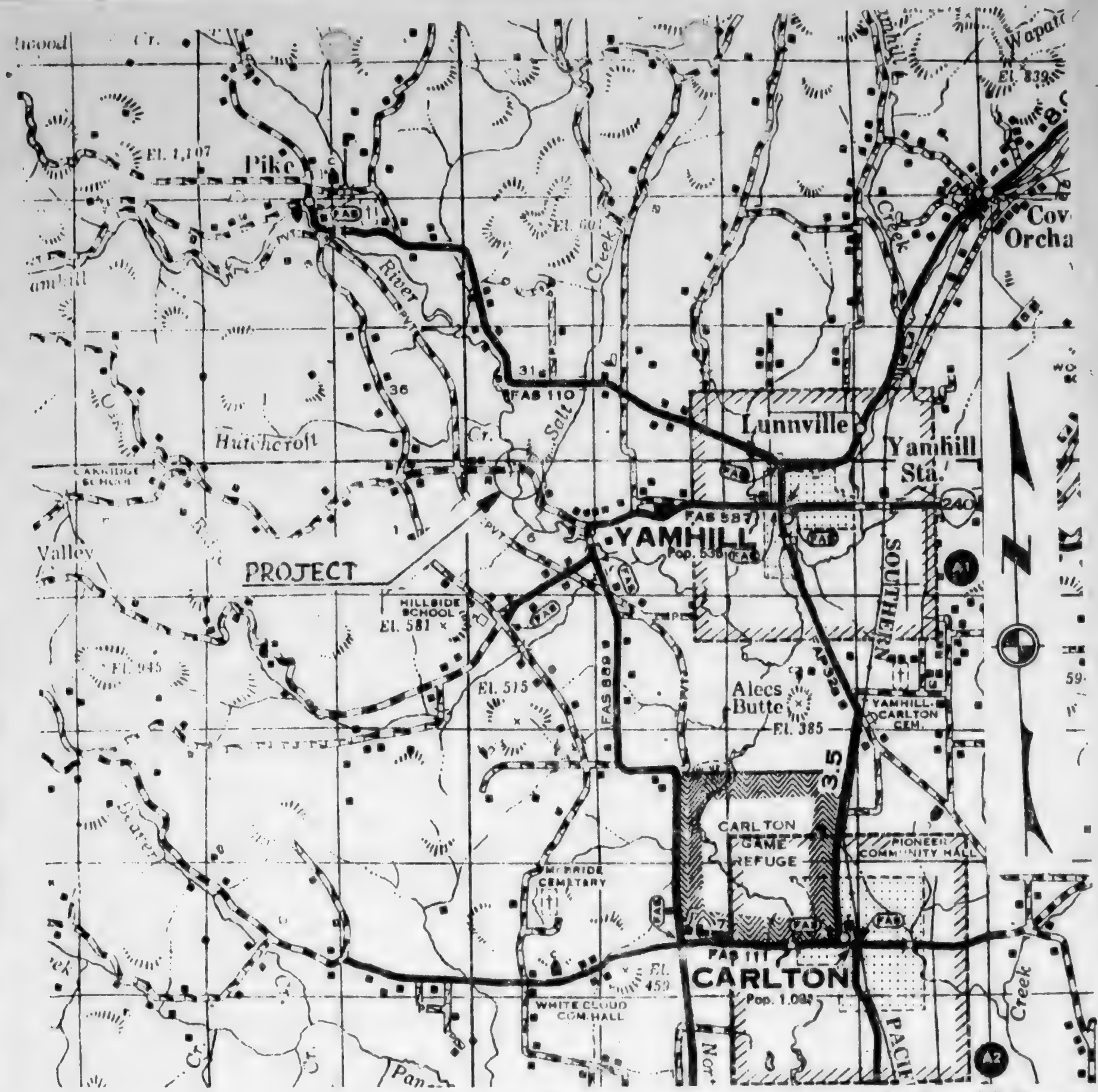
----------MAJOR ACTION---------- --X--NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e) projects of this type are ordinarily considered to be non-major actions. No significant impacts have been identified that would require the preparation of an environmental impact statement.

D. Recommended Project Category: _____ 1 _____ 2 XX 3 _____ 4



S6, Twn. 3S, Rng. 4W

PROSPECTUS MAP

North Yamhill River Br

Yamhill Co.

4212

bc: R.A. Burco
F.B. Klaboe
C.W. Head
E.S. Hunter
D.H. Moehring
R.N. Bothman
George Bell
V.E. Skoog
J.H. Versteeg
E.L. Hardt
C.O. Fredrickson
A. Shirley, Jr.
Dale Allen
D.N. Harwell

July 6, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer OFF-SYSTEM Roads Projects

On the consent calendar for the July 18, 1978 meeting will be requests for approval of five SOS-R projects.

The City of Sutherlin has requested that their project be increased from $75,000 to approximately $350,000. This will extend the work on Umatilla Street, and will include some work on N.E. 4th Avenue. The City has the necessary additional funding.

Jefferson County is requesting a grading and paving project for $250,000 on the Madras/Prineville Highway-Grizzly Road Section on the Metolius-Grizzly Road. The project is approximately 3 miles long.

Polk County's request is for a paving and structure project on the Buell-Mill Creek Park Section on Mill Creek Road for $250,000. The project will be apprximately 3.3 miles long.

The project requested by Yamhill County is for a bridge over the N. Yamhill River on the Oak Ridge Road. The amount of approximately $143,600 has been set up for the project. This amount will be supplemented in the future up to $250,000 when funds become available.

Special Road District #6 in Deschutes County is requesting a bridge over the Deschutes River in Deschutes River Homesites in the LaPine Recreation area. The structure is estimated to cost $75,000.

The Federal funds required for these projects is estimated to be $682,600 and the matching funds by the local governmental enities is $386,000.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

YAMHILL COUNTY
Proposed SOS Project

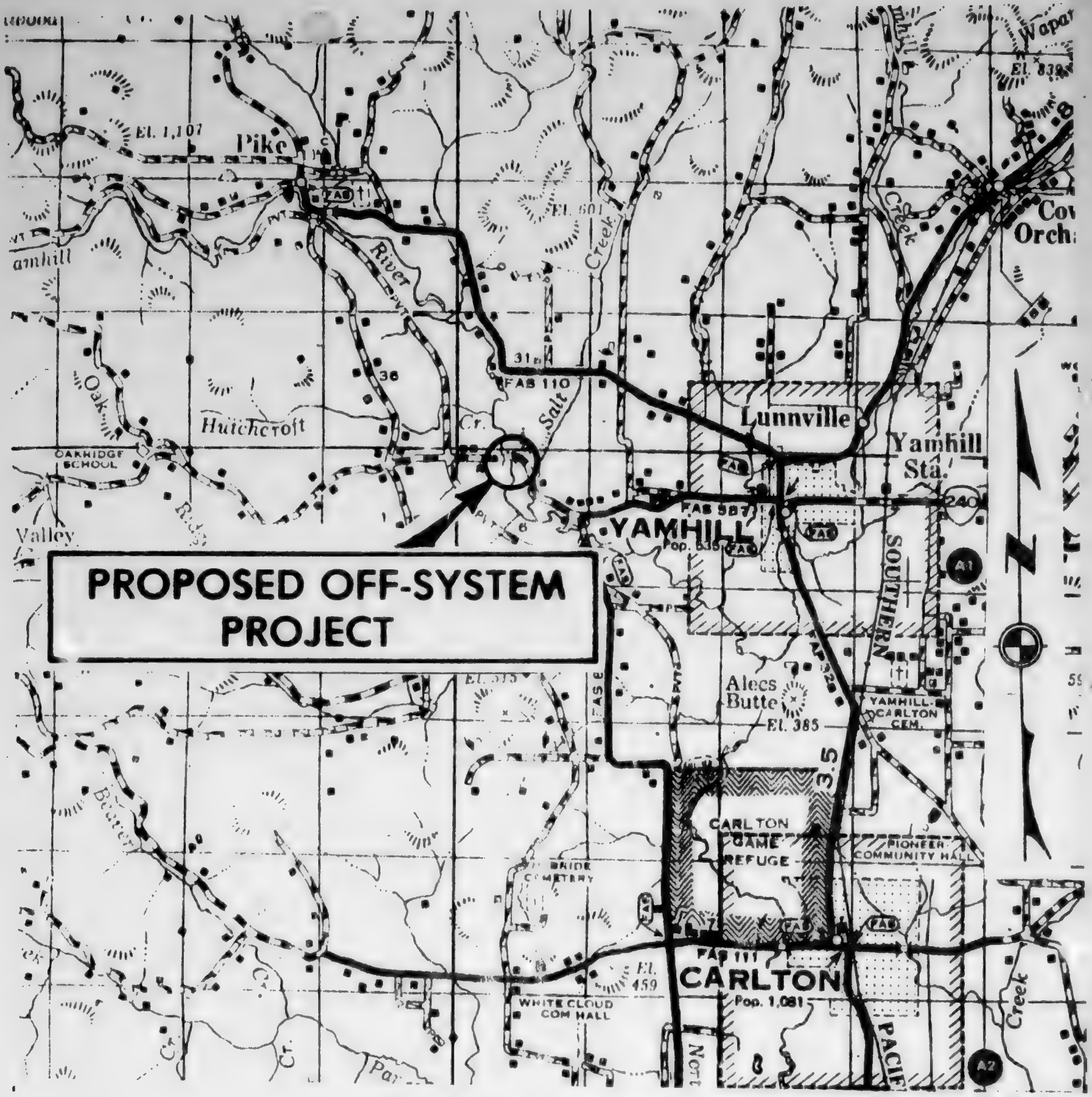
N. Yamhill River (Oak Ridge Road) Bridge
Structure
$143,600*

Replace existing steel bridge with a reinforced concrete structure approximately 220 feet long with a 32-foot roadway and a 4-foot sidewalk.

County will construct approaches.

State will acquire right-of-way for County and perform the engineering.

* To be supplemented with additional funds as they become available.



S6, Twn. 3S, Rng. 4W

PROSPECTUS MAP

North Yamhill River Br.

Yamhill Co.

1272

3-78

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date _____

Section North Yamhill River Bridge — Unit (if appl) _____

County Yamhill — City _____

Highway Oak Ridge Road (County Rd. #244) — State Hwy. No. Off-System

Termini: M.P.(if appl) 0.77 — Length Approximately 650 feet

Region 2 — Construction Estimate $212,000
Program Amount

B. Purpose of Project:

The proposal is to replace an existing obsolete steel truss bridge with a reinforced concrete structure designed for existing and future traffic loading, to improve safety, and minimize maintenance.

C. Origin & History of Project:

The project has been advanced by administrative action of Yamhill County officials. A Federal Aid Project Request for an off-system project dated March 9, 1978, and a Request for Authority to Survey dated March 20, 1978 have been forwarded for processing.

D. General Description of Project:

The proposal is to replace an existing structure and to do the necessary reconstruction of approaches to match the present road to the new structure. Alternative locations will be considered during the preliminary engineering phase.

Alignment: New _____ Existing _____ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 500 ; Projected ADT 1000 ; Yr. 2000

Existing Level of Service _____

Proposed Facility: Projected ADT 500 ; Yr. 1980

Projected Level of Service _____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 1± ; Type of Relocation Req. None ; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing material would be acquired from commercial sources. It is not anticipated that any borrow or waste disposal sites would be required.

Type of Structure(s):

The existing structure is a steel Howe truss main span with pile trestle approaches. The bridge is 220 feet long including approaches, and has 17 feet of horizontal clearance for vehicles. The proposed structure would be reinforced concrete approximately 220 feet long and have 32 feet of horizontal clearance for vehicles and a four foot sidewalk on one side.

Brief Description of River or Stream and Type of Involvement, if any:

The North Yamhill River is a tributary of the Willamette River basin. Upstream from the bridge site, the river drains approximately eight square miles of farmland and rolling foothills north and west of the community of Yamhill. The river is considered to be a valuable fishery resource. Instream work would be confined to pile driving or possibly pier construction.

Local City, County or COG priorities of project:

A Yamhill County priority for off-system construction.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Two location alternatives will be considered during the engineering study. Either replacing the structure in the present location or placing the new structure immediately downstream (southerly) from the existing structure.

Other Descriptive Information or Comments:

The North Yamhill River is a valuable fishery resource. The Department of Fish and Wildlife has indicated that July 1st to September 15th is the preferred time for instream work. Early coordination with the Department of Fish and Wildlife is desirable. A four foot sidewalk on one side of the structure is proposed for the safety and convenience of fishermen and other pedestrians. Due to the sparcity of population in this area, a bike path is not planned.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The North Yamhill River and its tributaries drain a rather large area of northwestern Yamhill County. The headwaters of the river originate in the westerly slopes of the coastal mountain range. Flowing in a general southwesterly direction, the river joins the Willamette near Dayton, Oregon. At the bridge site, the North Yamhill skirts the northerly edge of a broad, relatively flat valley floor, and is delineated by a fringe growth of alder, Oregon ash, big leaf maple and oak. Wild blackberry and other unidentified shrubs and grass form a scattered understory vegetation. Soils of the valley floor are generally Willamette Silts. The rolling foothills northerly of the valley floor are marine sedimentary rock formations of sandstone, siltstone and shales. Surface water runoff is fairly rapid and bankfull stream flow is common during periods of heavy rainfall.

2. Cultural:

The roadside culture is generally open cultivated farmland southerly of the highway and an intermix of cultivated and pasture land on the northerly side. Farms are usually quite large and farm homes are well scattered throughout the valley. There are no homesites in the immediate vicinity of the bridge site. The City of Yamhill, a small rural community of approximately 615 people, lies approximately 1.5 miles easterly of the project site.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It is anticipated that a small amount of right of way would be required. Probably less than one acre. Right of way required would be a narrow strip adjacent to the existing right of way. The land required would be from undeveloped and marginal farmland.

2. Estimated Impact on Traffic Patterns:

A temporary detour may be required during construction of the new structure. No other impacts on traffic patterns are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and ambient noise levels may be affected slightly from construction activities; however, there are no receptors in the bridge vicinity. The wider bridge with a sidewalk would improve highway safety.

3. Estimated Impact on Land Use:

None anticipated as a result of the bridge replacement.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Instream construction may disturb the stream channel slightly. A small amount of stream side vegetation would also be removed. No wetlands would be disturbed by the project nor would any channel changes be required.

Consequences:

No significant impacts have been identified. However, the project will be coordinated with the Department of Fish and Wildlife to minimize possible harm.

5. Expected Impact on Cultural and Scenic Resources:

None identified.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Instream construction that might affect fish passage or habitat. Coordination with the Department of Fish and Wildlife would minimize this concern.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed project would not significantly affect traffic patterns, volumes or speeds. Existing or projected traffic volumes would not warrant an indirect source review.

b. Noise Standards

The low existing and projected traffic volumes are estimated to be well below the FHWA noise standards for new construction.

c. Water Quality Standards

Enforcement of standard specifications that are a part of all contracts will assure that the project will be consistent with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with the Yamhill County proposed comprehensive land use and transportation plans.

C. Recommended Type of Action and Documentation:

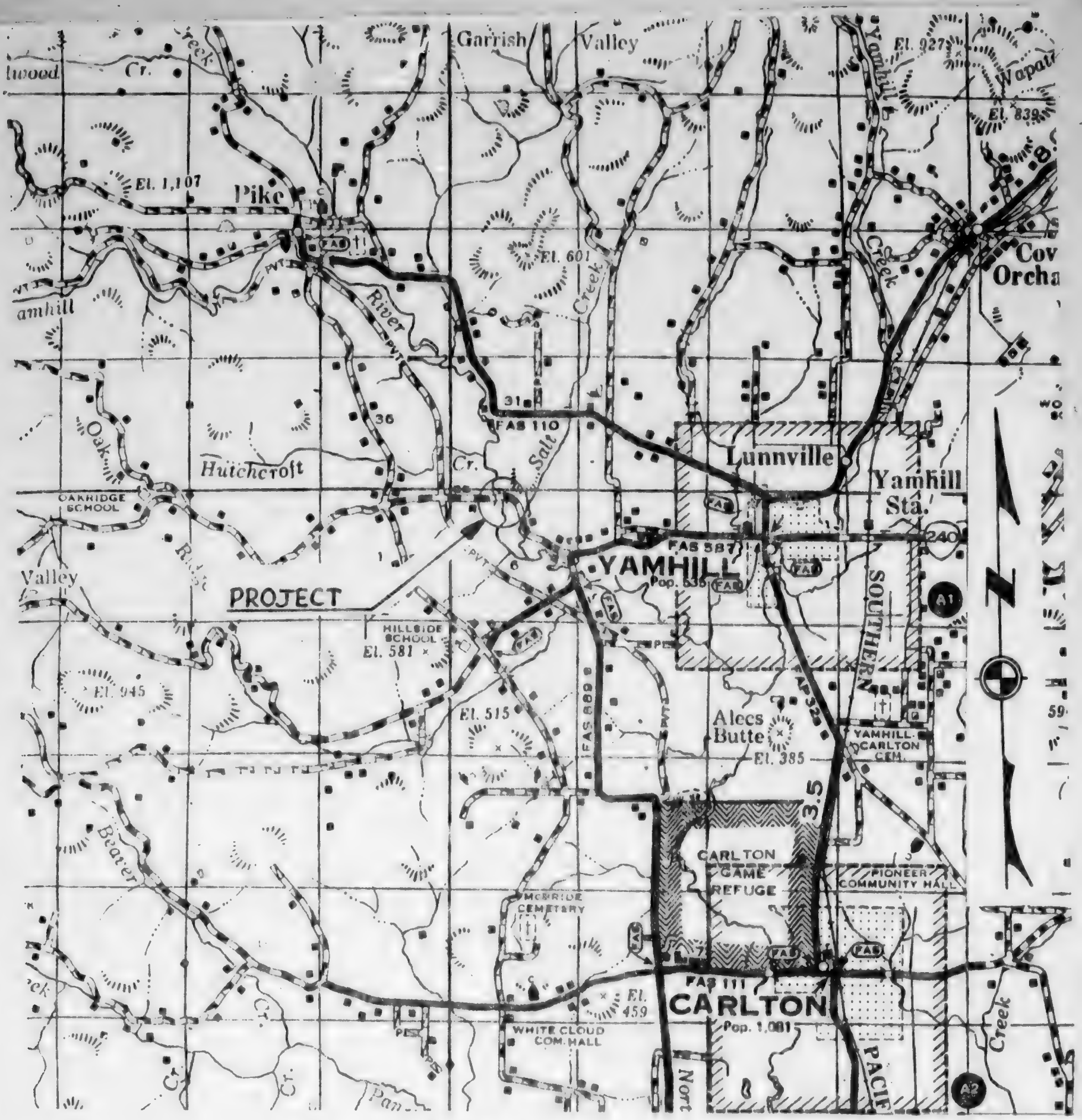
----------MAJOR ACTION---------- ___X___-NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e) projects of this type are ordinarily considered to be non-major actions. No significant impacts have been identified that would require the preparation of an environmental impact statement.

D. Recommended Project Category: ____ 1 ____ 2 __XX__ 3 ____ 4

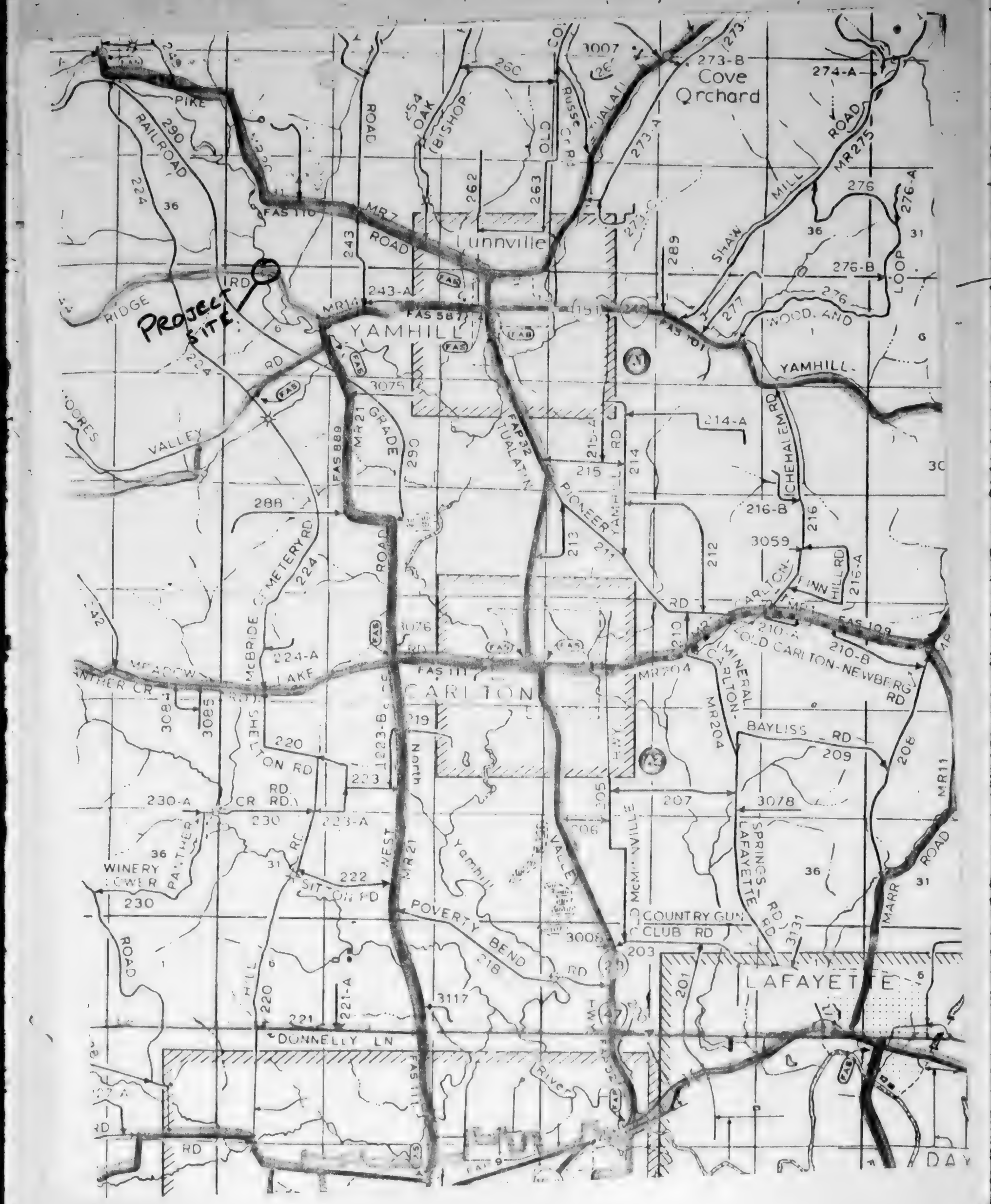


S6, Twn. 3S, Rng. 4W

PROSPECTUS MAP

North Yamhill River Br.

Yamhill Co.


PROJECT SITE
Cove Orchard
Lunnville
YAMHILL
CARLTON
LAFAYETTE
PIKE
RAILROAD
RIDGE
RD
VALLEY
ROAD
MR7
MR14
MR21
MR204
MR275
FAS 110
FAS 587
FAS 889
FAS 101
FAS 109
FAS 111
FAP 32
OAK (BISHOP)
MILL
SHAW
LOOP
WOOD. AND
YAMHILL-
PIONEER
GRADE
CEMETERY RD
McBRIDE
MEADOW
LAKE
WINERY
POVERTY BEND
COUNTRY GUN CLUB RD
BAYLISS RD
SPRINGS
LAFAYETTE
MARR
DONNELLY LN
HILL
NORTH
WEST
Yamhill
River
OLD CARLTON-NEWBERG RD
MINERAL SPRINGS
CARLTON-
INN
HILL RD
ICHEHALEM RD
TUALATIN
OLD McMINNVILLE
DAY
I-5
I-47
I-84
I-9
I-205
I-84
I-9
I-47
I-5
I-205

NYR0201

Form E-30 (Rev. 9-71)

9292

RECEIVED
OCT 30 1978
ACCTG. CONTROL

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North Yamhill River Bridge

Highway Oak Ridge Road (Co. Rd. #244)

County Yamhill

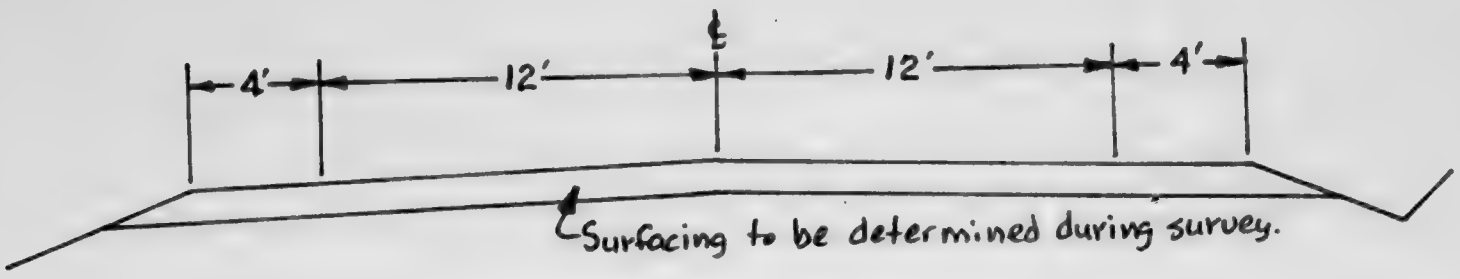
Date March 20, 1978

Authorization No. 1

Survey Prefix 236-1964 (Assigned by Salem office)

Description of termini, route, length, etc.:

Easterly terminus is approx. 400' from the bridge. Westerly terminus is approx. 250' from the bridge.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for replacement of the existing structure.

Estimate of cost:

R/W	909	500
Field	901	8,500
Plans	905	1,000
Soils	910	6,000
Hydraulics	918	1,000
Specifications	921	500
Found. Expl.	926	7,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 24,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by

Richard E. Nelson — Field Engineer

Recommended for Approval:

E. O. Erickson — Regional Engineer

Recommended for Approval:

Frank E. Perkins — Location Engineer

Approved:

E. S. Hunter — Assistant State Highway Engineer
Tech. Serv. Mgr.

SP*23604-734

9292

FEDERAL AID PROJECT REQUEST

Date March 9, 1978

Applicant Agency Yamhill County
Request for: Off-System X, FAS-C ____, FAUS ____ Project
Federal Aid Route No. --- Route Name Oak Ridge
Project Name Oak Ridge Road - Bridge Project

Project Length 220 feet Project Location (Attach sketch map)
Project Description Replace existing steel truss structure with new pre-stressed concrete structure, minor realignment of existing road on East end of structure to provide safer approach. This project includes the design and construction of the above mentioned structure and only the design and right of way acquisition for the roadway realignment. County forces will construct the new roadway after completion of the project.
Average Daily Traffic 500 Design Speed 45 mph

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 13 1978
File: PM FA
TAA ~~LG~~ ~~OP~~

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 feet Travel Lanes 2-10 feet each Shoulders ____ feet
Medians None Parking None
Sidewalks None
Remarks Fishing enthusiasts have used a pull off on East side of structure, room for 2 or 3 cars.

2. Desired Roadway Cross Section: (Attach sketch)

Width 20 feet Travel Lanes 2-~~10~~ 11 feet each Shoulders 2-5 feet each
Medians None Parking None
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway ____
Remarks To be constructed by County forces after completion of proposed structure.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks State to acquire all right of way required by project.

REGION 2 ENGINEER
RECEIVED
MAR 10 1978
RE RCE RME RTE ROE
ULE GEO RBO ROC RTE

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Mile Post 0.77 on County Rd. #244, Br. #6610, S6, Twn. 3S, Rng. 4W

Type Main Span - Steel Truss

Approach Roadway Width 20 feet Shoulder Width None

Length 220 feet Width 18 feet

To remain in place? Yes - until completion of proposed structure, at which time it will be removed by County forces.

2. Proposed Structure:

Location Down stream of the above location - exact location to be determined by preliminary engineering.

Approximate Size: Length 220 feet Width 32 feet

Are sidewalk/bikeways desired: Yes - South side 4 feet wide

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Office Engineer and Acting Roadmaster Office
2. Environmental — Office Engineer and Acting Roadmaster Office
3. Public Hearing — Board of Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Removal of existing structure and roadway work after completion of proposed project.

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	5,000.00
Traffic control	_____
Illumination	_____
Structures	211,200.00
Railroad	_____
Other_____	_____
Preliminary engineering	43,240.00
PROJECT TOTAL	$ 259,440.00

Remarks County's share would therefore be $9,440.00 and $35,000.00 or a total of $43,440.00, roadway work to be completed by County forces after completion of this project.

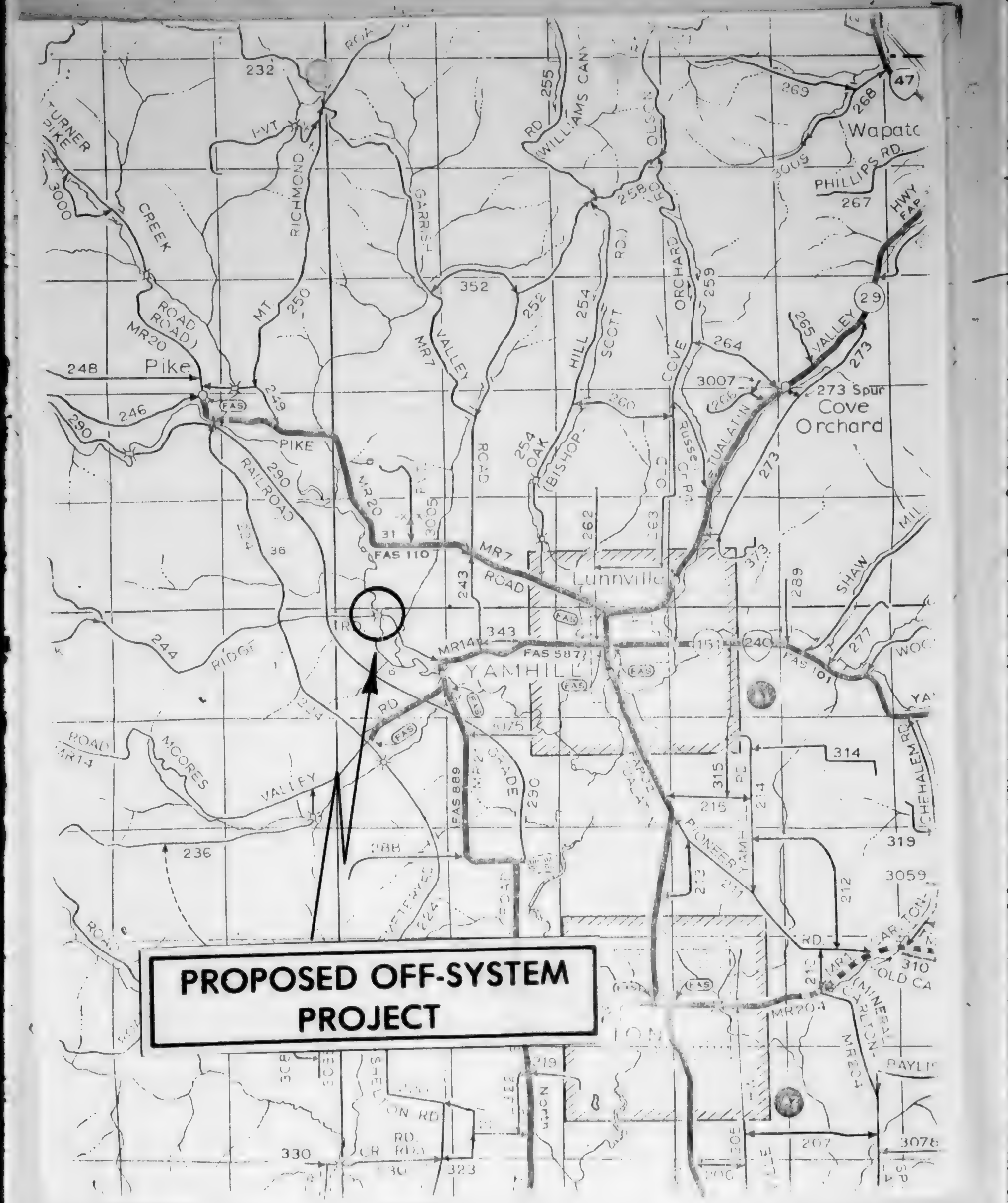
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Yamhill COUNTY

By_____ By John P Macaulay

By_____ By Leslie Armstrong

By Ted Rzeszynski


PROPOSED OFF-SYSTEM
PROJECT
Pike
Wapato
Lunnville
YAMHILL
Cove Orchard
273 Spur
TURNER PIKE
CREEK
RICHMOND
ROAD
MR20
MT
VALLEY
MR7
GARRISH
WILLIAMS CAN
RD
OLSON
HILL
SCOTT
RD.)
ORCHARD
COVE
PHILLIPS RD.
HWY
FAP
29
47
PIKE
RAILROAD
FAS 110
MR14
ROAD
RIDGE
MOORES
FAS 587
FAS 889
PIONEER
MR204
MINERAL
CARLTON-
SHAW
CHEHALEM RD
OLD CA
RUSSEL CR RD
STUALATIN
OAK
(BISHOP-
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219
330
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244
224
36
31
243

LOCATION PROSPECTUS

North Yamhill River Bridge
Oak Ridge Road (Co. Rd. #244)
Yamhill County

March 20, 1978

Highway: Oak Ridge County Road, Off-System.

Termini: Easterly terminus is approx. 4 00 feet from bridge.
Westerly terminus is approx. 250 feet from bridge.

Length: 0.17 mile.

Narrative: The purpose of this survey is to prepare plans, specifications and cost estimate for the replacement of an existing structure over the North Yamhill River.

Two alternates should be considered. The first is replacement of the existing structure in it's present location with approach widenings on each end tapering to the existing roadway. The second alternate would be a realignment of the structure southerly from it's present location. This would require full width roadbed fills and surfacing with connections to existing road.

Oak Ridge road may be closed for construction and traffic diverted to other routes.

Structure work is to be participating. Roadwork to be completed by County forces after bridge construction is completed.

Soils investigation will be necessary for bridge footings. Solid rock outcroppings are visible under the East end of the existing bridge.

No airport will be affected.

The County is requesting preliminary engineering under the Safer Roads Off-System Program.

Characteristics:
Oak Ridge Road present ADT 500.

Rise and fall is approximately 10 feet. Central angle would not be appreciably reduced.

Standards: Using Rural Standards from the Geometric Design Guide for Local Roads and Streets, AASHO 1970, deviations from standards for curvature on the easterly connection are anticipated. Design speed is 45 MPH.

Typical Section: 2 - 12' travel lanes with 4' shoulders.

Bridge: Existing bridge horizontal clearance is 17'. The main span of the 220' structure is a steel truss with wood timbers and decking throughout. It is bridge #6610 at mile post 0.77 on county road #244.

The replacement bridge horizontal clearance is to be 32' with a 4' sidewalk on the South side. Length would vary as to whether the bridge is replaced in the same location or on a new alignment.

Access: No change.

Surfacing: To be determined during the course of the survey.

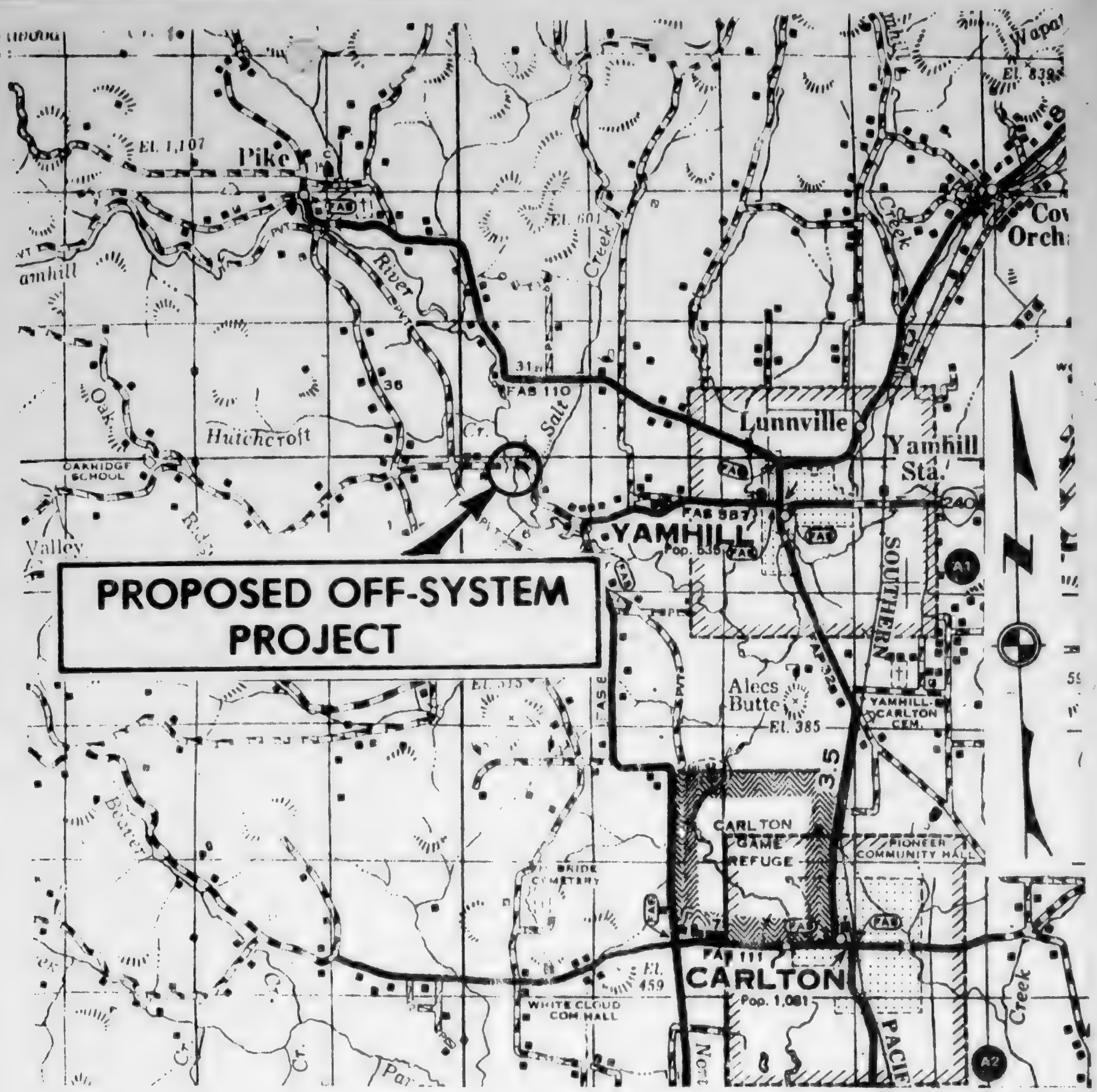
Material: Construction of approaches is to be done by the County, materials would be of their choosing.

Additional Facilities: Pole mounted overhead utilities will be affected.

Agreements: Agreement with Yamhill County will be required. Preliminary and construction engineering will be done by the State.

Parks: None affected.

Right of Way: Additional right of way will be necessary and is to be acquired by the State.

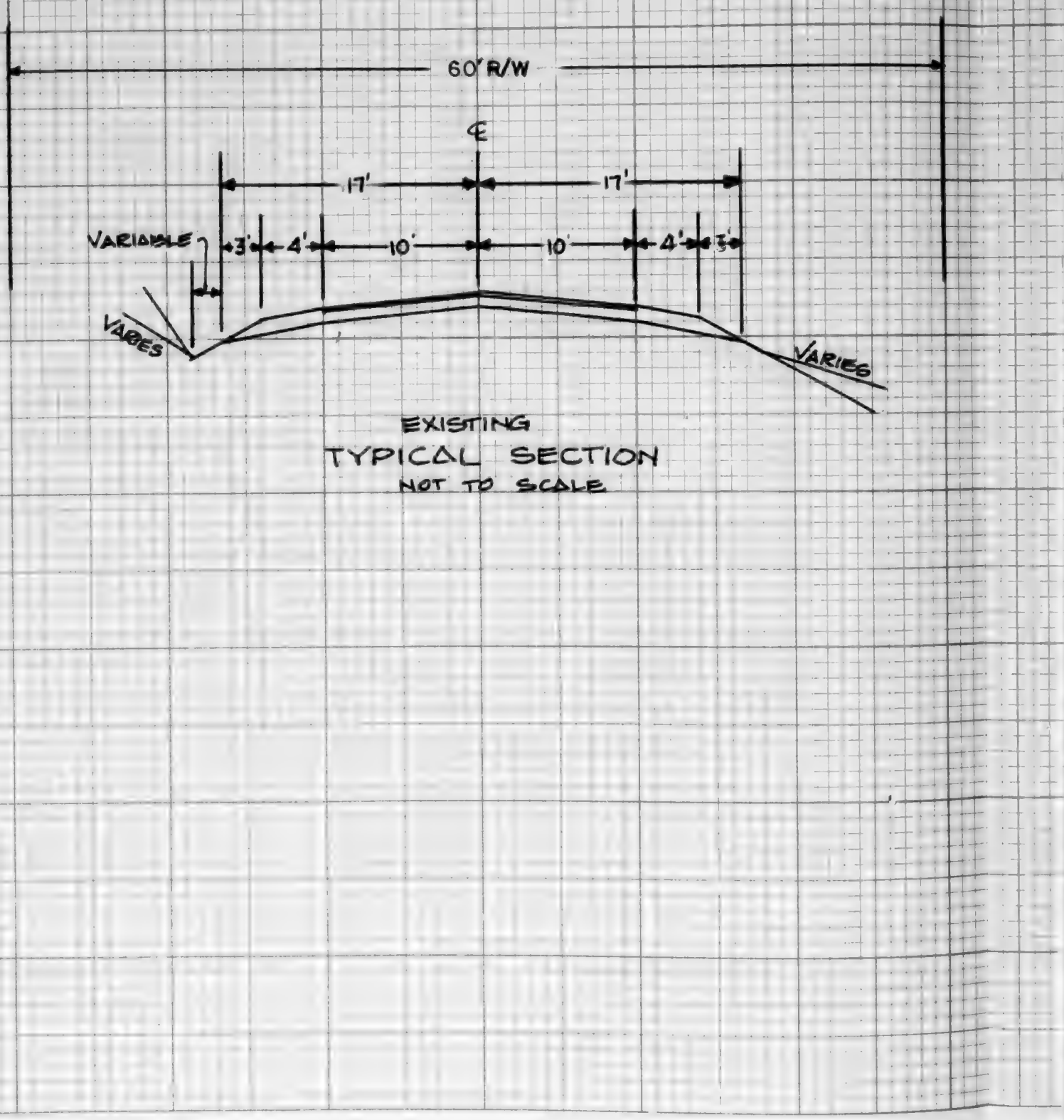


PROSPECTUS MAP

North Yamhill River Br.

Yamhill Co.

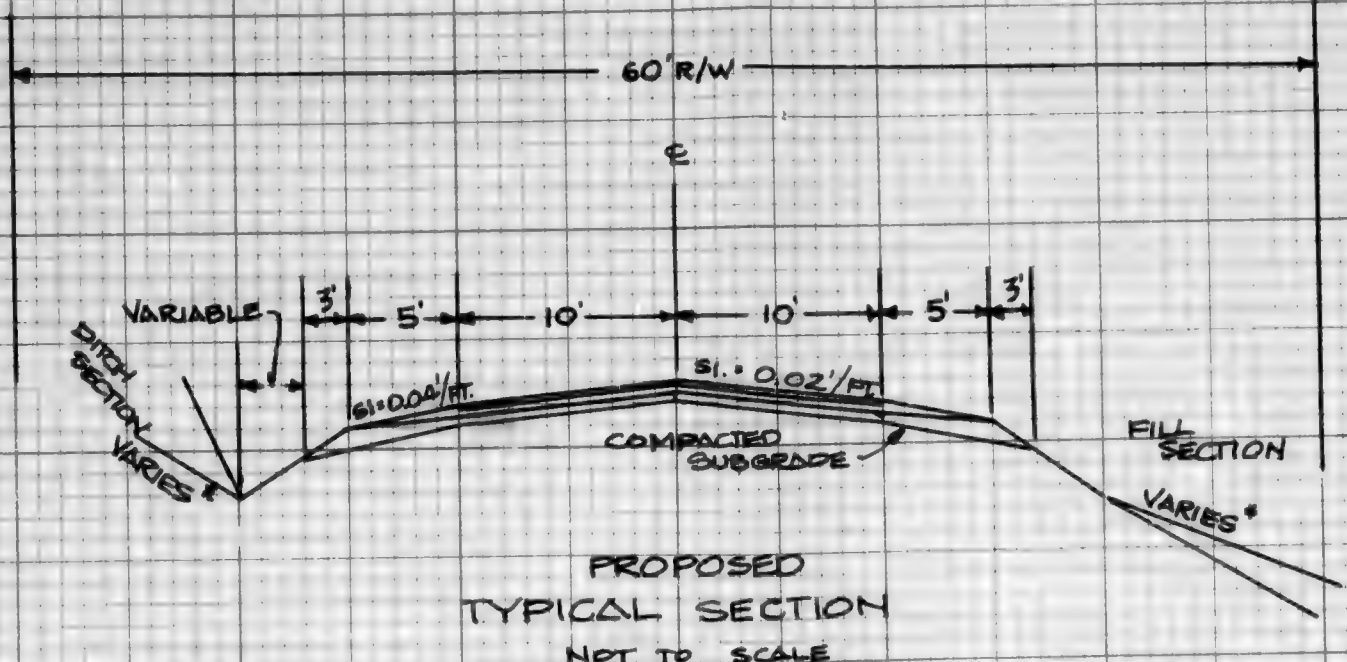
1+72 2-1



EXISTING
TYPICAL SECTION
NOT TO SCALE

47 0782

10 X 10 TO THE INCH
KEUFFEL & ESSER CO MADE IN U.S.A.



PROPOSED
TYPICAL SECTION
NOT TO SCALE

PROPOSED BASE : 8"-1½"-0 CRUSHED ROCK
: 2"-¾"-0 CRUSHED ROCK
SURFACE: 2" CLASS B ASPHALTIC CONCRETE

*SLOPE TABLES:

0' TO 6'	4:1
6' TO 8'	3:1
8' TO 12'	2:1
OVER 12'	1½:1

1981 Lake-Harney Co. Line Rock 9293
Prod. Proj. State Project

9293

File

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric,Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp.Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

C. T. Keasey, P.E., P.L.S.
Construction Engineer

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: March 4, 1982

FROM: For C. T. Keesey, P.E., P.L.S.
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of March 4, 1982.

Contract	9293	On Site Work Substantially Completed	September 25, 1981
All Work Completed	December 28, 1981		
Project	Lake-Harney Co. Line		
Highway	Central Oregon		
County	Harney		
Type of Work	Rock Production		
Contractor	R. L. Coats		

RDC:mk

cc: R. D. Church

NOTED
F ORMSEN

9293

L. 7

March 18, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9293

Gentleman or Ladies:

On March 9, 1982, we wrote to you concerning release of final payment on Contract No. 9293 awarded to R. L. Coats for the Lake-Harney County Line Rock Production Project on the Central Oregon Highway.

Final payment on this contract is $1,000 and the total contract amount is $104,283.40. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9293

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lake - Harney County Line		WEEK ENDING: January 16, 1982
		SECTION PREFIX: 13-8330
HIGHWAY: Central Oregon		COUNTY: Harney
NAME OF JOB:	KIND OF WORK: Rock Production	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 9293	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 5, 1981	DATE WORK STARTED: June 8, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 30, 1981	PERCENT OF TIME ELAPSED: 253
PROJECT AUTHORIZATION: $125,985.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92
EXCLUSIVE OF ENGINEERING: $115,995.00	ENGINEERING AUTHORIZATION: $9,990.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $111,000.00	ENGINEERING COST TO DATE: $14,548.19	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 146 %	DATE PROJECT WAS COMPLETED: September 23, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,500		
TOTAL QUANTITIES CORRECTED TO DATE			10,203		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,203		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly Cldy-Cold			
MONDAY	" " "			
TUESDAY	" " "			
WEDNESDAY	" " "			
THURSDAY	" " "			
FRIDAY	" " "			
SATURDAY				

RECEIVED
JAN 18 1982
CONSTRUCTION BRANCH

ASME K — OVL
CAS — CA 9
FOE 2 — TE
GCE — TC
SCS 3 — TE
CEO — CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
10 SUNDAY	No work.
11 MONDAY	No work.
12 TUESDAY	No work.
13 WEDNESDAY	No work.
14 THURSDAY	No work.
15 FRIDAY	No work.
16 SATURDAY	No work.

REMARKS

Office finished semi-final. Submitted 1/15/82.

FINAL REPORT

SIGNED B. N. Hatcher LOCATION Burns
B. N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9293

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 12, 1982

CON 5 #9293

R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

RE: Time Extension Request
Lake - Harney County Line
Rock Production
Contract No. 9293

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed and must be denied. Work on other contracts is not a bona fide cause for additional contract time. Section 108.09 of the Standard Specifications expressly rules out shortage or inadequacy of labor and equipment from the engineer's consideration of adjustments in contract time.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc. H. S. Coulter (att. 1 letter)
D. D. Allen "
B. Hatcher "

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Form 734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Burns, Oregon
December 22, 1981

ASHE CAE OE CCE SCS EEO

RECEIVED
FILE:
DEC 30 1981
CONSTRUCTION BRANCH

ON CA LE TC FE CP

B. N. Hatcher

FROM: B. N. Hatcher
Project Manager

TO: Dale D. Allen
Regional Engineer

B E N D

SUBJECT: Lake - Harney County Line
Rock Production
Central Oregon Highway
Harney County
Contract No. 9293

Attached Please find one copy of "Contractor's Request for Increase In Number of Workdays to Complete Construction Contract" for the subject project.

The contractor is requesting an additional 25 days be granted without assessment of liquidated damages. The contract work was completed 87 days after the specified completion date of June 30, 1981. For the amount of this contract, liquidated damages are assessed at the rate of $150.00 per day.

The contractor is claiming that increased quantities on another State Highway contract that he had delayed his starting on this project. I cannot personally attest to this other work, but records should be available from Will Robertson's office.

When the contractor did begin work; he pursued it in an expedient manner, and if the delay in completion did not hold up or inconvenience our maintenance forces in any way, I would recommend that the time extension be granted. It did cause us to overrun the engineering a considerable amount, but with the contingencies and remaining liquidated damages, we will still underrun the total project authorization by about 4%.

Some pertinent dates pertaining to the contract are as follows:

Contract Award Date	-	May 5, 1981
Specified Completion Date	-	June 30, 1981
First Notification	-	June 8, 1981 (started drilling)
Crushing Began	-	August 20, 1981
Second Notification	-	September 25, 1981

1-12-82
CTK -
I concur with Region that the request should be denied.

cc: W. E. Schwartz

BNH/hc

Bryant Jackmond -
I see no valid reason for increase in contract time. Recommend no increase.
Bob Pool
12-29-81

RCE PLA FAE
RTE GEO
RECEIVED
RUE DEC 23 1981 RBE
RSO REGION 4
ASSIGNED

c Hatcher

9.73 7

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3 27 81
Donald L Rust

April ~~8~~ 30, 1981 Bid Letting _____ All Clear Deadline

SECTION Lake-Harney County Line
Highway Central Oregon Highway (7)
County Harney Region 4
Type of Work Rock Production Funds State
State___ Consultant ___ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					N/A No Fed Funds
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands		X				
D.O.G.M.I.		X				
Corps of Engineers		X				
Coast Guard		X				
Co. Conditional Use		X				
NPS Air Pollution		X				
NPS Water Pollution		X				
CULTURAL:						
Cultural Survey		X				
Cultural Salvage		X				
NOISE:						
Noise Study		X				

1981 Justice Center, Phase 3 in Portland. 9294

#7

CHA 5439

9-7-83
9-14-83
10-4-83
10-14-83
11-15-83
12-8-83

4-9-84
5-11-84
5-15-84
5-22-84
9-6-84
10-12-84
12-17-84

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	26	Multnomah	Oregon

RECEIVED
STATE HWY ENGR
JUN 25 '87

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
June 10, 1986	C. T. Christianson, Area Engineer	I-205-7(76)312

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-4-84	May 1, 1985	Phase III 100 %	PHASE III 1-4-84, SCD

REFER TO Fredrickson FOR

Info	Inves	R/D	D/R	Sign	Act	File

LOCATION

Intersection of 3rd and Main. Downtown Portland.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUSTICE CENTER
Multnomah County

The purpose of this project was to construct a functional replacement for the Rocky Butte Jail located in the path of I-205. County police space and City police office facilities were included in the building and was financed with local funds. A construction management firm (Turner Const.), with expertise in high rise building and detention facilities, was engaged to manage the project. The State Highway Division assigned one of their Bridge Engineers, Bob Ellison, to oversee the management function. A committee consisting of representatives from Multnomah County, City of Portland, State Highway Division, Federal Highway Administration, Turner Construction, and Zimmer Gunsul Frascz, Architect; met monthly to review construction progress and make decisions on changes.

Because of the joint funding of this facility a general pro-rata share was established to restrict Federal-aid funding to the "functional replacement" portion of the building. Each change order was evaluated first from the operational need standpoint and then for eligibility as functional replacement.

Phase I, Contract 9122, was awarded to Wagner Construction and provided for excavation, removal and shoring at the building site in advance of foundation construction. This phase was completed on November 20, 1980 at a final cost of $882,905 including engineering and contingencies. This reflects an underrun of 9%. The original contract time was 150 CD supplemented by a 47 CD approved extension. Total time used was 184 CD. Project records show that work was completed in compliance with the contract provisions.

Phase II, Contract 9198, was awarded to Todd Building Co. and provided for the foundation and substructure. This provided the framework for the two levels below ground in addition to the foundation. This phase was completed on May 8, 1981 at a final cost of $2,817,629.92 including engineering and contingencies. This reflects an underrun of 7%. The original contract time was 150 CD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Clifford T. Christianson		SIGNATURE	
TITLE Area Engineer	DATE 6/11/87	TITLE District Engineer	DATE 6/22/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

supplemented by a 17 CD approved extension. The work was completed in 169 CD and two days liquidated damages was assessed. Project records show that work was completed in substantial conformance with contract plans and specifications.

Phase III, Contract 9294, was awarded to Hoffman Const. Co. and provided for the construction of the above ground construction of 16 stories and finishing the below ground levels. The contract included all utilities and operating facilities of the building. The project was completed on January 4, 1984 at a total cost of $46,552,948.32 including engineering and contingencies. This reflects an overrun of 1/2 of 1%. The original contract specified a completion date of December 31, 1983 which was extended to January 4, 1984 by approved extension.

As a result of an audit by the OIG a portion of the payments to Turner Construction (Construction Engineering) has been determined not eligible for Federal Funds. Approximately $500,000 should be deducted from the final billing to FHWA.

****

7294

7-86

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- L8528

R- N/A

Reported to Commission: July 1986

Name of Case: HOFFMAN CONSTRUCTION v. STATE

Cause of Action: Breach of Contract County: Mult.

Demands of Plaintiff: $1.3 million plus interest

Settlement: $300,000.

REMARKS:

William F. Gary
Signature of Attorney

John H. McCurdy Jr.
Concurrence of Chief Counsel

cc: John McCulloch
[redacted]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

W&S
TAA
orig

RECEIVED
STATE HWY ENGR
JUN 12 '86
REFER TO Fredrickson

June 11, 1986
IN REPLY REFER TO
HFO.6-OR
X-REF/122.2

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-205-7(76)312
Justice Center
Multnomah County

We have reviewed your April 11, 1986 request for Final Acceptance of Phases I, II, and III of this project. Because of disagreement on eligibility of some of the engineering charges by Turner Construction we will hold your request pending our resolution of this issue.

In reviewing the Phase III final estimate we also found the following items requiring further action:

PA #6 - This change was coded NP ($525) however, our records indicate approval for participation of the full Interstate pro-rata share.

SFO #11 - We have no record of this document in our files. If you have a copy of this order stamped with our approval, please furnish us a copy for verification. Otherwise please change the coding to non-participating.

PA #522 & SFO #15 - These documents cover final SFO #15 claim settlement and related legal costs. It was our understanding that these charges would be billed at the overall building pro-rata with a Federal-aid portion of approximately 63%. Please modify the accounting to reflect this breakdown of funding.

Pending resolution of these items we will process final acceptance. Your personnel should be commended for the professional manner in which they managed and coordinated this complex project. The intensive and thorough efforts extended by Mr. Kleinschmit and Mr. Ellison were considered particularly noteworthy.

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const)
OSHD (B. M. Walton, Const)
OSHD (F. Griffin, Accounting)

1994

3-2-96

John R. McCulloch, Jr.
Chief Trial Counsel

March 25, 1996

William F. Cloran
Assistant Attorney General

Hoffman Construction v. State of Oregon
Multnomah County Circuit Court Case No. A8406-03620
File No. 734-150-TL0002-84

CLOSING REPORT

Introduction

Suit in the captioned matter was filed in Multnomah County Circuit Court in April of 1984. Included were claims for defective plans and specifications, extra work, and nonpayment of retainage, all concerning the Justice Center, a 17 story jail facility constructed in downtown Portland as a replacement for the Rocky Butte Jail. Plaintiff was represented by the law firm of Meyer, Seifer & Stewart.

Trial Strategy

Early in the litigation, it was decided to attempt to preclude the inclusion of the building architect, Zimmer Gunsel Fraska, and the State's contract construction manager, Turner Construction, as parties in order to preclude plaintiff from driving a wedge between the State and its architect. Zimmer Gunsel and the State agreed to settle whatever differences they might have once litigation was complete. Since the complaint was based on contract plans and specifications, a tender of defense was made to Zimmer Gunsel which was refused by the company's insurer. Documentary discovery consumed the Fall and Winter of 1984-1985.

Discovery and Trial Preparation

Because of the immense volume of documents anticipated, I made the decision to employ computer-assisted litigation support. The Highway Division made available an IBM PC-XT for which a program was designed based on the use of the commercially available D-Base III spread sheet. Over a period of three months, minimum wage labor with supervision was used to input 80,000 documentary entries. Interviews with principal witnesses were taken and a deposition schedule prepared.

During the Spring and Summer of 1935, 20 depositions were taken consuming 30 days of actual deposition time. The computer indexing program outputs greatly aided preparation for the depositions. At the conclusion of depositions in September, plaintiff requested a negotiating session. Negotiations eventually led to a settlement in the amount of $300,000. Sixty-seven percent of this figure was underwritten by the Federal Highway Administration which also allotted funds toward the cost of defense.

Subsequent Proceedings With the Architect

Following settlement with the prime contractor, negotiations were opened with the architect concerning legal fees and costs incurred by the State in defending the matter. These ended in an offer by the architect to contribute $35,000 toward the State's cost of defense, which was accepted.

Basis of Settlement

The settlement reached with the contractor fairly represented the State's exposure to liability based upon changes in the detention electronics design during the life of the project. The nature and extent of these changes placed a requirement upon the prime contractor to virtually redesign the system and necessitated holding 70 weekly detention electronics system meetings to commit the narrative design to paper. These meetings were attended by the contractor's project superintendent and project engineer and were not anticipated at the time the job was bid.

The delays caused by the redesign of the detention electronics system occurred during the last one-third of the project and impacted the contractor's schedule. They did not result from deficiencies in the design but rather from a combination of the inability of the design architect and the electronics subcontractor to reach agreement, coupled with changes in manpower and philosophy by Multnomah County, the agency primarily responsible for operation of the jail. As a part of the settlement, the prime contractor agreed to accept responsibility for substantial amounts of disputed warranty work not yet performed.

Prior to the commencement of litigation in 1984, the State offered the prime contractor $200,000 in settlement of its claims, an offer refused. By the time of settlement, this amount with interest would have amounted to approximately $240,000. Settlement represents a fair appraisal of the State's estimated liability and is well below the $1.3 million plus interest the contractor demanded.

Settlement with the architect was based upon a 1/3 share of the estimated cost of defense incurred in defending the plans and specifications and is based on cost of defense only. It is the State's position that the plans and specifications were not defective and consequently no contribution based upon an assessment of liability for a part of the principal settlement sum was made.

Summary

Settlement of both phases of the Hoffman Construction Co. case represented vindication of the State's position taken prior to litigation. When the cost of attorney fees and deposition costs are considered, the net amount realized by the contractor was less than the State's initial settlement offer plus interest. The effectiveness of the defense is borne out by the architect's willingness to contribute 30% of the cost without the necessity of proceeding to arbitration. In retrospect, the decisions to reserve disputes between the design professionals and the owner until the conclusion of the principal litigation and the decision to employ computer litigation support greatly assisted in obtaining a favorable resolution. The file in this matter may now be retired.

WFC/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes
Highway Division

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

February 20, 1986

In Reply Refer to
File No.:

Schwabe, Williamson, Wyatt, Moore & Roberts
Attorneys at Law
Suites 1600-1800, Pacwest Center
1211 SW Fifth Avenue
Portland, OR 97204-3795

CON 5
9294

Attn: Kenneth E. Roberts, P.C.

Dear Mr. Roberts:

Re: Hoffman Construction vs State of Oregon

Returned herewith are two copies of the Release of all Claims executed by the Highway Division.

Sincerely,

ORIGINAL SIGNED BY
O. B. JACKMOND

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

Attach.

cc: W. E. Schwartz/attach.
William Cloran/attach.

02192M

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 20 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

734-2023 (2-85)

RELEASE OF ALL CLAIMS

WHEREAS, Hoffman Construction Company, an Oregon corporation, filed an action in the Circuit Court of the State of Oregon for the County of Multnomah against the State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division, as defendant (hereinafter called "State of Oregon"), No. A8406-03620; and

WHEREAS, the pleadings in the said action are incorporated herein as though fully stated herein; and

WHEREAS, said action involved claims for damages relating to the design and construction of the Justice Center in Portland, Oregon; and

WHEREAS, Hoffman Construction Company was the general contractor for the construction of the said Justice Center; and

WHEREAS, VanVetter, Inc. was a subcontractor and it made claims for damages against the State of Oregon relating to its fabrication and installation of certain stainless steel handrails at the Justice Center; and

WHEREAS, the State of Oregon has settled by compromise the claims of Hoffman Construction Company and VanVetter, Inc.; and

WHEREAS, the State of Oregon has incurred attorney's fees and costs in regard to the said claims; and

WHEREAS, by agreement dated the 28th of January,

1980, (which is incorporated herein as though fully stated herein), Zimmer Gunsul Frasca Partnership agreed with the State of Oregon that it would furnish services to the State of Oregon relating to the design of the Justice Center; and

WHEREAS, the State of Oregon has made demand on Zimmer Gunsul Frasca Partnership for indemnity or contribution relating to the said settlements including its attorney's fees and costs; and

WHEREAS, the State of Oregon has demanded arbitration pursuant to paragraph F of the general provisions of the contract; and

WHEREAS, Zimmer Gunsul Frasca Partnership has denied any liability to the State of Oregon for indemnity or contribution or otherwise; and

WHEREAS, it is the desire of the State of Oregon and Zimmer Gunsul Frasca Partnership to fully satisfy and settle any and all controversies and disputes between them relating to the Hoffman Construction Company and VanVetter, Inc. claims for damages for the sum of THIRTY FIVE THOUSAND AND 00/100 ($35,000.00) DOLLARS.

NOW, THEREFORE, in consideration of the payment of the sum of $35,000.00 to the State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division, receipt whereof is hereby acknowledged and warranted, the State of Oregon, acting by and through its Transportation Commission, Department of Transportation,

Highway Division, hereby releases and forever discharges Zimmer Gunsul Frasca Partnership, its officers, agents, servants and employees, its partners and their successors and assigns, of and from any and all claims, demands, damages, actions or causes of action of every name, nature, kind and description whatsoever, whether in tort or in contract, arising directly or indirectly from any and all claims and demands of VanVetter, Inc. and any and all matters alleged in that certain action filed in the Circuit Court of the State of Oregon for the County of Multnomah, bearing Case No. A8406-03620.

It is expressly understood and agreed that this is a compromise of doubtful and disputed claims and that payment is not to be considered as an admission of liability by Zimmer Gunsul Frasca Partnership, its officers, agents, servants and employees, its partners, its successors and assigns, by whom liability is expressly denied.

This Release contains the entire agreement between the parties hereto and the terms of this Release are contractual and not a mere recital.

DATED 2/18/86

STATE OF OREGON, ACTING BY
AND THROUGH ITS TRANSPORTATION
COMMISSION, DEPARTMENT OF
TRANSPORTATION, HIGHWAY DIVISION

By Thomas E. Schwartz
Title: Asst Hwy. Engr

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: August 30, 1985

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Hoffman Construction Company
Settlement - Claim Suite
Justice Center
File 46993

NOTED
E. S. HUNTER

Discussions were held with parties of interest including the following: John McCulloch, Chief Trial Counsel; Bill Cloran, Trial Attorney; Bryant Jackmond, Contract Administration Engineer; and Cliff Christianson, Federal Highway Administration Area Engineer.

The discussion settled around Mr. Cecil Drinkward's offer of settlement of the present legal suit on the Justice Center. This was subsequent to a meeting held in Mr. Drinkward's office with Mr. Drinkward and Bryant Jackmond and myself present. Mr. Drinkward said on August 28 that he would settle all issues relative to this contract in the amount of $300,000.

There are many reasons for the settlement which were discussed with the above personnel, and they will be documented by the Construction Office in a justification statement at a later time.

Mr. Drinkward was phoned back on August 30, 1985, and at this time I indicated that we would agree with the settlement. Also, he would assist us in solving the warranty problems which exist at the Justice Center expeditiously. He indicated he would use his offices and the office of his company to solve these problems.

I believe that this settlement is proper. Mr. Ron Kleinschmit will be providing a P.A. to be sent shortly to Mr. Drinkward which will settle the claim en toto.

JBB:jh

cc: E. S. Hunter
Bryant Jackmond
John McCulloch

RECEIVED
STATE HWY ENGR
SEP - 3 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

May 9, 1985

Grenley, Rotenberg, Laskowski & Evans
Law Offices
200 SW Market St., Suite 1920
Portland, OR 97201

CON 5
#9294

Attention: Lawrence I. Evans

Gentlemen or Ladies:

We had a note in our file to notify you when Contract No. 9294 with Hoffman Construction Company for the Justice Center Project in Multnomah County was completed and accepted.

This project was completed on April 1, 1985, and was accepted by the State on May 1, 1985. Attached is a copy of the letter showing this acceptance.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment
FKN:kjm

January 25, 1984

Grenley, Rotenberg, Laskowski & Evans
Law Offices
200 SW Market Street, Suite 1920
Portland, OR 97201

CON 5
#9294

Attention: Lawrence I. Evans

Gentlemen:

In response to your letter of January 23, the Department has not accepted Contract No. 9294 with Hoffman Construction Company for the Justice Center Project in Multnomah County.

The project is substantially complete and it is expected to be accepted in about two months.

We have made a note in our files and will notify you when the project is accepted.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:kjm

LAW OFFICES OF
GRENLEY, ROTENBERG, LASKOWSKI & EVANS
SUITE 1920
200 S. W. MARKET STREET
PORTLAND, OREGON 97201

LAWRENCE I. EVANS
GARY I. GRENLEY
ROBERT C. LASKOWSKI
STAN N. ROTENBERG
NORMAN A. RICKLES
JENNIFER JACOBS

AREA CODE 503
TELEPHONE 241-0570

OF COUNSEL
PAUL R. ROMAIN

January 23, 1984

#9914

Fran Neavoll
Commission Services Officer
State of Oregon
Department of Transportation
Building Room 121
Salem, OR 97310

Re: Multnomah County Justice Center
My Client: David E. Caldwell dba Interstate Door Sales

Dear Ms. Neavoll:

I spoke with Jack Sollis of your office sometime ago about when the Department of Transportation would engage in affirmative action accepting the above project. He predicted that would occur in approximately December, 1983. I would appreciate your formally advising me as to whether that has occurred, and if so, when. Please send me a copy of the minutes, resolution or other documentation as to that affirmative action.

Thank you for your cooperation.

Very truly yours,

Lawrence I. Evans

LIE/gl

cc: David Caldwell

RECEIVED
JAN 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTE
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 21 '85
REFER TO
FOR
Info | Invest | R/D | B/R | Sign | Act | File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Abhe & Svoboda, Inc. Contract No. 9738	Columbia River (Astoria) Bridge Clatsup County	4/16/85
Akerman & Wathey, Inc. dba Oregon Landscape Maint. Contract No. 9671	Allen Blvd. Intch. Washington County	4/16/85
John A. Pfeifer Const. Co. dba Badger Excavation Contract No. 9715	Hatchet Creek Slide Coos County	4/16/85
R. L. Coats Contract No. 9474	John Day-Prairie City Grant County	4/16/85
Benton Electric, Inc. Contract No. 9749	Corvallis-Newport Hwy. @ SW 53rd St. (Corvallis) Benton County	4/16/85
The Kaspac Corp. dba Kaspac Industries Contract No. 9548	Lincoln City Pavement Marking Lincoln County	4/16/85
Weaver Construction Co. Contract No. 9807	Grande Ronde R. (Upper Perry) Br. Union Counth	4/16/85
R. A. Hatch Co. Contract No. 9363	Roberts Cr.-Dillard Intch. Douglas County	4/18/85
R. A. Hatch Co. Contract No. 9550	NW 14th Ave.-NW 26th Ave. (Portland) Multnomah County	4/19/85
Tice Electric Co. Contract No. 9771	Cascade Hwy. N. @ Johnson Cr. Blvd. Clackamas County	4/19/85
Tice Electric Co. Contract No. 9822	SE 82nd Ave. @ SE Causey Rd. Clackamas County	4/19/85
Hamilton Electric, Inc. Contract No. 9826	Ore. Coast Hwy. @ W. Devils Lake Rd. Lincoln County	4/23/85

Contractor and Contract No.	Section and County	Acceptance Date
Hoffman Construction Co. Contract No. 9294	Justice Center, Phase 3 (Ptld.) Multnomah County	5/01/85
L T Contractors, Inc. Contract No. 9792	District 13 Oiling Project Baker & Wallowa Counties	5/03/85
Hamilton Construction Co. Contract No. 9620	Willamete R. (Marquam) Br. Multnomah County	5/03/85
W. G. Moe & Sons, Inc. Contract No. 9758	Slick Rock Creek Bridge Lincoln County	5/03/85
Rogers Asphalt Paving Co. Contract No. 9820	Trout Creek-Prairie Creek Wallowa County	5/07/85

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$ 63,435,162.96	$ 189,416,957.37
Anticipated Costs	$ 64,277,637.94	$ 193,272,632.11
% Overrun (Underrun)	+1.3%	+2.0%

May 8, 1985

W. E. Schwartz, P.E.
Asst. State Highway Engineer

May 8, 1985

Seaboard Surety Company
320 108th Ave., NE, Ste. 401
Bellevue, WA 98004

COH 5
#9294

Gentlemen or Ladies:

Contract No. 9294 awarded to Hoffman Construction Company for the Justice Center, Phase 3, in Multnomah County was completed on April 1, 1985, and accepted by the State Highway Division on May 1, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed but not before May 13, 1985.

You have been previously notified of claims filed against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 16, 1985

In Reply Refer to
File No.:

E. S

Earl Bradfish, Director
Office of General Services
The Portland Building
Room 1228
1120 S.W. 5th Avenue
Portland, Oregon 97204

RE: Justice Center
File 46993
1% for Art Accounting

The attached letter from our Staff Accountant, Rosalyn Wickham, shows a project balance of $0.91 which agrees with your letter of October 24, 1984.

My previous letter indicated a project balance of $1,843.91. This was in error since I had included the owners' share of credits from the construction contract.

Our Accountant indicates that MAC has paid Louis Bunce and his estate $5,530 instead of the $5,000 which is specified in the contracts of which we have copies. Is there a supplement to cover the additional $530 or is MAC paying this out of their own funds?

J. B. Boyd, PE, PLS
Right of Way Manager

RWE:jh

cc: E. S. Hunter
Catherine Gleason
Phil Eggert

RECEIVED
STATE HWY ENGR
APR 18 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

P.S. Included is a copy of Bob's analysis

Form 734-3122

1122 T198, 9294

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 5-274	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 5-15-89	Form Approved; O M B No. 04-R2089 State: Oregon
PROJECT REPORT NUMBER			County: Multnomah
MODIFICATION NUMBER 6			Project Number: I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5 , 1980 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 33,030,142.00	$ 32,626,754.00
Federal funds	$ 30,280,729.00	$ 29,982,619.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of MAY , 1989.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 3, 1989

Federal-aid Project No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROWA
City/County Justice Center Replacement Phase I (Contract No. 9122)

Total from previous estimate of December 26, 1984	$ 1,044,420.00

Type Code ROWA
City/County Justice Center Replacement Phase II (Contract No. 9198)

Total from previous estimate of December 26, 1984	$ 3,050,000.00

Type Code ROWA
City/County Justice Center Replacement Phase III (Contract No. 9294)

Total from previous estimate of December 26, 1984	$41,670,660.00
Decrease in Construction Costs	(455,860.00)
Subtotal	$41,214,800.00
Engineering	3,458,000.00
Total	$44,672,800.00
Total All Phases	$48,767,220.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Participating Amount (66.08%)	$32,225,379.00	$29,718,244.00	$ 2,507,135.00	$ ----
Nonparticipating Amount (33.92%)	16,541,841.00	-----	89,845.00	16,451,996.00
Subtotal	$48,767,220.00	$29,718,244.00	$ 2,596,980.00	$16,451,996.00
1% of Art Work	401,375.00	264,375.00	-----	137,000.00
Total	$49,168,595.00	$29,982,619.00	$ 2,596,980.00	$16,588,996.00

Appn Code: 042
All Phases: Subjob 011 = 66.08%; Subjob 020 = 10.46%; Subjob 030 = 23.28%;
Subjob 091 = 0.18%

Contract No. 9122
Prefix: C626-1059
C626-2566

Contract No. 9198
Prefix: C626-1066
C626-2566
C626-1079 - Art Work

Contract No. 9294
Prefix: C626-1072
C626-2566

DCN:bkw

9211

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation Federal Highway Administration	State: OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: MULTNOMAH
MODIFICATION NUMBER: 5	1-7-85	Project Number: I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5 , 19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,728,974	$ 33,030,142
Federal funds	$ 30,076,886	$ 30,280,729
Other revisions		

This modification is made for the following reasons: To include approved costs of State Force Orders

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of January , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. I-205-7(76)312

PORTLAND/MULTNOMAH JUSTICE CENTER
EAST PORTLAND FREEWAY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE I (CONTRACT NO. 9122) $ 1,044,420.00

TOTAL the same as estimate of November 2, 1982

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE II (CONTRACT NO. 9198) $ 3,050,000.00

TOTAL the same as estimate of November 2, 1982

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE III (CONTRACT NO. 9294)

SUBTOTAL from previous estimate of March 19, 1984		$41,369,492.00
Additional Items: SFO No. 14 - Work by Multnomah County		3,268.00
* SFO No. 15 - Work by PGE		5,000.00
* SFO No. 15 - Contractor Claim Work		50,000.00
* SFO No. 15 - Supplement No. 1		242,900.00
	SUBTOTAL	$41,670,660.00
	Engineering	3,458,000.
	TOTAL	$45,128,660.00

* Numbering as shown on PR-1240's

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Justice Center (Phase I) Same	$ 1,044,420.00	$ ----	$ ---	$ ----
Justice Center (Phase II)	3,050,000.00	----	---	----

Justic Center (Phase III)	45,128,660.00	----		
TOTAL	$49,223,080.00	----	---	----
Participating Amount (66.08%)	$32,628,767.00	$30,016,354.00	$2,612,413.00	$ ----
Non-Participating Amount (33.92%)	16,594,313.00	----	89,845.00	16,504,468.00
SUBTOTAL	$49,223,080.00	$30,016,354.00	$2,702,258.00	$16,504,468.00
1% for Art Work	401,375.00	264,375.00	---	137,000.00
TOTAL	$49,624,455.00	$30,280,729.00	$2,702,258.00	$16,641,468.00

Phase I Group 1: 66.08%; Group 2: 10.46%; Group 3: 23.28%; Group 9: 0.18%
Contract No. 9122
Prefix: 626-1059
Prefix: 626-2566

Phase II Groups & % same as Phase I
Contract No. 9198
Prefix: 626-1006 -Finaled
Prefix: 626-2566
Prefix: 626-1072 III
Prefix: 626-1079 Art Work

Phase III Group & % same as Phase I
Contract No. 9294
Prefix: 626-1072
Prefix: 626-2566

WH:pf

7211

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-203		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County MULTNOMAH
MODIFICATION NUMBER 4	3-23-84	Project Number I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5 ,19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,446,487	$ 32,728,974
Federal funds	$ 29,816,377	$ 30,076,886
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March ,1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Nolen

For Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 19, 1984

FEDERAL AID PROJECT NO. I-205-7(76)312

PORTLAND/MULTNOMAH JUSTICE CENTER
EAST PORTLAND FREEWAY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE I (CONTRACT NO. 9122) $1,044,420.00

Total the same as previous estimate of November 2, 1982

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE II (CONTRACT NO. 9198) $3,050,000.00

Total the same as previous estimate of November 2, 1982

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE III (Contract No. 9294)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Revise Plumbing & Gas Piping (P.A. #33)			All Required		$ 57,821.00
Utility Connections Fees (P.A. #62)			All Required		21,541.00
Display Cases (PA #82)			All Required		25,945.00
D. E. Outlets (PA #114)			All Required		24,737.00
Revise Building Control System (PA #126)			All Required		19,241.00
Stair 1 & 2 Press Modification (PA #120)			All Required		52,938.00
Finishes for Precast Panels (PA #156)			All Required		23,567.00
DE Lights & Wiring (PA #190)			All Required		52,497.00
DE Revisions (PA #243)			All Required		80,448.00
Pamex System (PA #267)			All Required		16,428.00

Interface Fire Alarm System & DE Panels (PA #286)	All Required	20,373.00
HFIS Intercom (PA #341)	All Required	17,248.00
Misc. DE Revisions (PA #500)	All Required	19,539.00
Revise EF-S Exhaust (PA #501)	All Required	10,763.00
Revise Hardware (PA #504)	All Required	11,406.00
	SUBTOTAL	$427,492.00

Increase	$ 427,492.00
Subtotal of Previous Estimate	40,942,000.00
SUBTOTAL	$41,369,492.00
Engineering	3,458,000.00
TOTAL	$44,827,492.00

SUMMARY OF FUNDS

DESCRIPTION	Total Cost	Federal Funds	State Funds	Other Funds
Justice Center (Phase I)	$ 1,044,420.00	- - - -	- - - -	- - - -
Justice Center (Phase II)	3,050,000.00	- - - -	- - - -	- - - -
Justice Center (Phase III)	44,827,492.00	- - - -	- - - -	- - - -
TOTAL	$48,921,912.00	- - - -	- - - -	- - - -
Participating Amount (66.08%)	$32,327,599.00	$29,812,511.00	$2,515,088.00	$ - - - -
Non Participating Amount (33.92%)	16,594,313.00	- - - -	89,845.00	16,504,468.0
SUBTOTAL	$48,921,912.00	$29,812,511.00	$2,604,933.00	$16,504,468.0
1% for Art Work	401,375.00	264,375.00	- - - -	137,000.0
TOTAL	$49,323,287.00	$30,076,886.00	$2,604,933.00	$16,644,468.0

Phase I Group 1 = 66.08%; Group 2 = 10.46%; Group 3 = 23.28%; Group 9 = 0.18%
Contract No. 9122
Prefix: 626-1059
Prefix: 626-2566
Phase 2 Groups & % same as Phase I
Contract No. 9198
Prefix: 626-1006
Prefix: 626-2566

626-1072 III
626-1079 Art Work

Phase 3 Group & % same as Phase I
Contract No. 9294
Prefix: 626-1072
Prefix: 626-2566

RHZ:pf

9:14P94

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 82-154		County: Multnomah
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: I-205-7(76)312
MODIFICATION NUMBER: 2	82-1	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,364,307	$ 29,979,693
Federal funds	$ 2,179,440	$ 27,647,272
Other revisions		

This modification is made for the following reasons: to add Phase 3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Hilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, August 19, 1981

Federal Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate.

Type Code R/W
City/County Justice Center Replacement, Phase 1 (Conract 9122)

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$ 744,500.00

Anticipated Items

Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
Adjust Signals (C.F. Order #1)	All Required	42,563.00
Modify Main St. Shoring	All Required	35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00
		$ 196,163.00

Subtotal	$ 940,663.00
Engineering*	141,099.00
Total Phase 1	$ 1,081,762.00

*Includes Construction Engineering by Consultant N. W. Turner Inc.

Type Code R/W
City/County Justice Center Replacement, Phase 2 (Contract 9198)

Foundations and Substructure	All Required	$ 2,576,000.00
		$ 2,576,000.00

Oregon State Highway Division
Salem, Oregon, August 19, 1981

Federal Aid Project
No. I-205-7(76)312

Additional Items		
Permit Fees	All Required	$ 5,000.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
Additional Reinforcing in Concrete	All Required	60,000.00
Modify Elevator Shaft for Hoisting	All Required	20,000.00
Shoring Modifications (Low Areas)	All Required	10,000.00
Unusual Dewatering Conditions	All Required	80,000.00
Additional Sleeves, Blockouts & Drains	All Required	10,000.00
		$ 186,600.00
	Subtotal	$ 2,762,600.00
	Engineering*	414,390.00
	Total Phase 2	$ 3,176,990.00

*Includes Construction Engineering by Consultant N. W. Turner Inc.

Type Code R/W
City/County Justice Center Replacement Phase 3 (Contract 9294)
Alternate "B"

Building Work with Heat Recovery System	All Required	$40,050,000.00
	Alternate "B"	$40,050,000.00

Additional Items		
On-the-Job Trainees (15 @ $800)	All Required	$ 12,000.00
Modification to Phase 2 Structure	All Required	50,000.00
Additional Reinforcing Steel	All Required	45,000.00
Additional Miscellaneous Steel	All Required	50,000.00
Permit Fees	All Required	450,000.00
Upgrade Concrete Surface Finish	All Required	35,000.00
Security System Modification	All Required	100,000.00
Furnishings and Equipment Changes	All Required	150,000.00
		$ 892,000.00
	Subtotal	$40,942,000.00
	Engineering*	2,500,000.00
	Total Phase 3	$41,442,000.00

*Includes Construction Engineering by Consultants N. W. Turner Inc. & Zimmer, Gunsel & Frasca.

Length of Project ..... 0.00 mi.

Oregon State Highway Division
Salem, Oregon, August 19, 1981

Federal Aid Project
No. I-205-7(76)312

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds	State County City Other Funds
Justice Center (Phase 1)	$ 1,081,762	$	$	$
Justice Center (Phase 2)	3,176,990			
Justice Center (Phase 3)	41,442,000			
Subtotal	$45,700,752	$	$	$
Participating Amount (65.6%)	29,979,693	27,647,272	2,332,421	
Project TOTAL	$45,700,752	$27,647,272	$2,332,421	$15,721,059

Group 1 65.6%; Group 9 34.4%
Phase 1
Contract No. 9122
Prefix: 626-2566
Prefix: 626-1059

Group 1 65.6%; Group 9 34.4%
Phase 2
Contract No. 9198
Prefix: 626-2566
Prefix: 626-1066

Group 1 65.6%; Group 9 34.4%
Phase 3
Contract No. 9294
Prefix: 626-2566
Prefix: 626-1072

Oregon State Highway Division
Salem, Oregon, August 19, 1981

Federal Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center Phase 3
(Nonparticipating-State/City Work)

State Crime Lab Interiors	All Required	$ 109,000.00

9712

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-29		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	10/30/80	Project Number I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 548,417.00	$ 2,364,307.00
Federal funds	$ 504,827.00	$ 2,179,440.00
Other revisions		

This modification is made for the following reasons: Adding Phase 2.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of October, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehnke

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con File

Oregon State Highway Division
Salem, Oregon October 6, 1980

Federal Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code R/W
City/County Justice Center Replacement, Phase 1 (Contract 9122)

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$744,500.00

Anticipated Items

Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 28,600.00

SUBTOTAL	$773,100.00
Engineering	104,368.00
TOTAL	$877,468.00

Length of Project ---------- 0.00 Mile

Work Retained in Program Status (Phase 1)

Modify Main St. Shoring	All Required	$ 35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00

Total Cost (Phase 1) $877,468.00

(Interim Participating Amount 62.5%) .		$548,417.00

Type Code ROW
City/County Justice Center Replacement, Phase 2

Foundations and Substructure	All Required	$ 2,576.00
		$ 2,576.00

Anticipated Items

Permit Fees	All Required	$ 5,000.00
On the Job Trainees (2 @ $800)	All Required	1,600.00
		$ 6,600.00
	SUBTOTAL	$2,582,600.00
	Engineering	322,825.00
	TOTAL	$2,905,425.00

Length of Project ---------- 0.0 mile

Work Retained in Program Status (Phase 2)

Additional Reinforcing in Concrete	All Required	$ 60,000.00
Modify Elevator Shaft for Hoisting	All Required	20,000.00
Shoring Modifications (Low Areas)	All Required	10,000.00
Unusual Dewatering Conditions	All Required	80,000.00
Additional Sleeves, Blockouts, & Drains	All Required	10,000.00

Total Cost of Phase 2	$2,905,425.00
(Interim Participating Amount 62.5%) .	$1,815,890.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Fed. Funds	State Funds
Justice Center, Phase 1	$ 548,417	$ 504,829	$ 43,590
Justice Center, Phase 2	1,815,890	1,674,613	141,277
SUBTOTAL	$2,364,307	$2,179,440	$ 184,867
Retain in Program	$27,435,693		
TOTAL	$29,800,000		

Contract 9122 Phase 1
Prefix 626-1059
Group 1-62.5% Group 9-37.5%

Contract 9198 Phase 2
Prefix 626-1066
Group 1-62.5% Group 9-37.5%

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-107	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6530	State: Oregon County: Multnomah Project No.: I-205-7(76)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland/Multnomah Justice Center, Phase 1

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-9-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 548,417.00	$ 504,827.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]
Assistant State Highway Engineer
(Title)

By XX For: H.S. Coulter
State Highway Engineer
(Title)

By _____
_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator 6-5-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, May 14, 1980

Federal-Aid Project
No. I-205-7(76)312

PORTLAND/MULTNOMAH JUSTICE CENTER, PHASE 1
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project agreement estimate.

Type Code R/W
City/County Justice Center Replacement, Phase 1

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$744,500.00

Anticipated Items

Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 28,600.00
	Subtotal	$773,100.00
	Engineering	104,368.00
	Total	$877,468.00

Length of Project - - - 0.00 Mile

Work Retained in Program Status

Modify Main St. Shoring	All Required	$ 35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00

Total Cost (Phase 2) $877,468

(Interim Participating Amount 62.5%) $548,417

Oregon State Highway Division
Salem, Oregon, May 14, 1980

Federal-Aid Project
No. I-205-7(76)312

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Justice Center, Phase 1	$ 548,417	$504,827	$43,590
Retained in Program	28,743,770		
Total	$29,800,000		

Group 1 - 62.5%; Group 9 - 37.5%
Contract No. 9122
Prefix: 626-2536
Prefix: 626-1059

9294

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: December 17, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

MISC. CONTRACTS and
AGREEMENTS No. 54-1

SUBJECT: Justice Center
State/CM Agreement
File 46993
Supplemental Agreement
No. 2 to Misc. C&A 5439
FAP No. I-205-7(76)312

MISC. CONTRACTS and
AGREEMENTS No._____

Attached for your file is the fully executed original of Supplemental Agreement No. 2 on the Justice Center.

jh/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach
Anna McNeil w/attach.

RECEIVED
DEC 17 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

92494

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(76)312

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00063

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/21/84

8. FEDERAL ROUTE NUMBER: ----------

9. STATE ROUTE NUMBER: ----------

10. GENERAL LOCATION:

Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK

Revised costs - Contractor's claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required the revised costs covering Contractor's claim as detailed on SFO No. 15 - Supplemental No. 1 to a TEC of $292,900; Federal Funds $196,243 as requested by Mr. Fredrickson's letter of 12/6/84.

(Increase TEC $242,900; Federal Funds $162,743 at pro-rata rate of 67 percent.)

RECEIVED
STATE HWY ENGR
DEC 19 '84

REFER TO
For her
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
12/19

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/17/84	D. K. Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

3204 C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ROW

DATE: November 15, 1984

TO: Oregon Transportation Commission

AGENDA
NOV 20 1984

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Justice Center, File 46993
Supplemental Agreement No. 2, Northwest Turner, Inc.
FAP No. I-205-7(76)312 (JAIL)

The completion of the Justice Center was believed by staff to have been accomplished without a serious construction claim. Unfortunately, after the completion of the Justice Center, a claim was tendered by the Hoffman Construction Company. This claim was unknown, without proper notice, and without justification. The Right of Way Manager and the Construction Engineer are proceeding with a vigorous defense in agreement with Bill Cloran, Assistant Attorney General.

The defense effort required an additional supplemental agreement with Northwest Turner, Inc., our Construction Manager on the project. As Construction Manager, their records and method of record keeping are invaluable in any litigation. The Construction Engineer, the Right of Way Manager, the Assistant Attorney General, and the Federal Highway Administration all agree that Supplemental Agreement No. 2 in the amount of $41,800 is absolutely necessary in the State's defense against this claim.

Approval of the agreement and authorization for me to sign on your behalf are requested at the November 20 meeting.

cc: Fred Miller
Robert Gormsen
Jack Sollis
E. S. Hunter
W. E. Schwartz
J. B. Boyd
C. O. Fredrickson
Ed Hardt

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 14, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: NOA Item
Commission Meeting
November 20, 1984
Supplemental Agreement No. 2
Northwest Turner, Inc.
Justice Center
File 46993
FAP No. I-205-7(76)312
(JAIL)

The Hoffman Construction claim against the State in the amount of approximately $1.3 million has required a defense effort. I would appreciate your obtaining Commission approval of the attached Supplemental Agreement No. 2 in the amount of $41,800. The claim has little or no foundation when analyzed. I have mounted a vigorous campaign to defend the State against this claim. Northwest Turner and the personnel that acted as our Construction Manager on the Justice Center, are invaluable on this defense and absolutely necessary. We believe the budget that has been prepared is reasonable and recommend its acceptance.

The defense of this claim has been the subject of cooperation between the Construction Engineer's office, the Attorney General's Trial Section, and the Federal Highway Administration. All are in agreement that we should vigorously defend ourselves in this case.

There were some minor areas in which I attempted to negotiate with Hoffman Construction Company. Failing to find a reasonable solution to the problem, we should proceed with our defense aned see the actions brought to a conclusion.

JBB:jh

RECEIVED
STATE HWY ENGR
NOV 15 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 19, 1984

In Reply Refer to
File No.:

Metropolitan Arts Commission
Room 518 Portland Building
1120 S.W. 5th Avenue
Portland, Oregon 97204

RE: Justice Center
1% for Art
Lenox Hotel Artifacts
Project
File 46993
I-205-7(76)312 (JAIL)

Attention: Catherine Gleason
Public Art Program Manager

Your recent letter describes the proposed final 1% for art project for the Justice Center which explains the Lenox Hotel artifacts in the Detention Lobby. This is appropriate, and in keeping with the history of the project.

Your proposal to limit proposal instructions to Portland area artists appears sensible and efficient and is satisfactory.

Since I will not be working any more this year, please direct all matters concerning Justice Center 1% projects to Mr. Bruce Boyd, Right of Way Manager, Oregon Department of Transportation, Room 120 Transportation Building, Salem, Oregon 97310.

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Ron Kleinschmit

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: October 12, 1984

FROM: J. E. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement
Nos. 56, 57, 58, & 59
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Attached for your file is the fully executed original of Supplemental Agreement Nos. 56, 57, 58 and 59 on the Justice Center.

jh/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

11/7/84
noted in
agree book

81.125.1387

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

September 6, 1984

Metropolitan Arts
Commission
Room 518 Portland Bldg.
1120 S.W. 5th Avenue
Portland, OR 97204

RE: Justice Center
1% for Art
Bruce Forster
Semi-finalist Design
Proposal
File 46993
FAP No. I-205-7(76)312

MISC. CONTRACTS and
AGREEMENTS No. 5437

Attention: Catherine Gleason
Public Art Program Manager

Enclosed is the Bruce Forster semi-finalist design proposal as approved by our Assistant Attorney General.

Again, any payments to Mr. Forster under this proposal must come from the remaining 1% for art funds.

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
enclosures

cc: E. S. Hunter
J. B. Boyd
R. W. Gormsen w/attach.

Form 734-3122

12944

CL 84-147

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 17, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9294

Kennedy, Bowles & Towsley
Attorneys at Law
Suite 611 Century Tower
1201 SW 12th Avenue
Portland, OR 97205

FILED
AUG 21 1984
NORMA PAULUS
SECRETARY OF STATE

Attention: Michael D. Kennedy

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated August 10, 1984, on behalf of Continental Hardwood Company concerning the following Highway Division contract:

FILED BY:	Continental Hardwood Company
AMOUNT:	$76,645.55
FOR:	Materials
AGAINST (Prime Contractor)	Hoffman Construction Company
SUBCONTRACTOR:	McCormick-Shires Millwork, Inc.
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

ED
8-22-84 kjm

cc: Hoffman Construction Company
Seaboard Surety Company

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731.0188

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

JOHNSON INTERNATIONAL COMPANY, dba CONTINENTAL HARDWOOD COMPANY, a Washington corporation,	)	No. 32719
Plaintiff,	)	NOTICE OF CLAIM
vs.	)	
McCORMICK-SHIRES MILLWORK, INC., an Oregon corporation, DONALD M. LEA, KATHLEEN M. LEA, REGINALD SHIRES and CAROL SHIRES,	)	
Defendants.	)	

TO: Secretary of State - Room 143, State Capitol Building, Salem, Oregon 97310
ATTN: Public Records

Commission Services, Highway Building, Salem, Oregon 97310
ATTN: Robert Gornsen

NOTICE IS HEREBY GIVEN that the undersigned CONTINENTAL HARDWOOD COMPANY of Portland has a claim for maple and Honderas mahogany hardwood materials furnished by McCORMICK-SHIRES MILLWORK, INC., in the sum of $76,645.55 against the bond taken from HOFFMAN CONSTRUCTION COMPANY, principal, and SEABOARD SURETY COMPANY for the work of the Justice Center in Portland, Oregon, for which the bond was taken.

KENNEDY, BOWLES & TOWSLEY

By /s/ MICHAEL D. KENNEDY
MICHAEL D. KENNEDY, OSB #78270
Of Attorneys for Claimant Continental Hardwood Company of Portland

KENNEDY, BOWLES & TOWSLEY
Attorneys at Law
1201 S. W. 12th Avenue
Portland, Oregon 97205-2088
Telephone (503) 228-2373

RECEIVED
OCT 13 1994
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of NOTICE OF CLAIM *is a complete and exact copy of the original.*

Dated August 10, *19* 84

Attorney(s) for Claimant Continental Hardwood Company of Portland

ACCEPTANCE OF SERVICE

Due service of the within ..... *is hereby accepted on* ....., *19*....., *by receiving a true copy thereof.*

Attorney(s) for .....

CERTIFICATES OF SERVICE

Personal

I certify that on ....., *19*....., *I served the within* ..... *on* ..... *attorney of record for* ..... *by personally handing to said attorney a true copy thereof.*

Attorney(s) for .....

At Office

I certify that on ....., *19*....., *I served the within* ..... *on* ..... *attorney of record for* ....., *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ....., *Oregon.*

Attorney(s) for .....

Mailing

I hereby certify that I served the foregoing NOTICE OF CLAIM *on* Secretary of State; Commission Services

~~Attorney(s) of record for~~

on August 10, *19*84, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* Secretary of State; ATTN: Public Records; Room 143, State Capitol Building, Salem, OR 97310
Commission Services; ATTN: Robert Gornsen; Highway Building, Salem, OR 97310

and deposited in the post office at Portland, *Oregon, on said day.*

Dated August 10, *19* 84

/s/ MICHAEL D. KENNEDY

Attorney(s) for Claimant Continental Hardwoo Company of Portland

KENNEDY, BOWLES, TOWSLEY & SORIANO
ATTORNEYS AT LAW
1201 S. W. 12th Avenue
Portland, Oregon 97205
Telephone 228-2373

BACKING SHEET

1/1/80-B
FORM No. 1001½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

1674

NOV 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Vern Skoog
Highway Controller

DATE: August 13, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Claim Audit
Justice Center
File 46993
FAP No. I-205-7(76)312
(JAIL)

Our attorneys wish to have an audit made in a particular facet of a claim submitted by Hoffman Construction Company. The following is a work schedule that we would appreciate for the auditor to accomplish:

1. Review the entire subcontractor list approved by the Division. This list should be reviewed in the Construction Office in the files of Lorraine Ellis.

2. Review subcontracts relative to Section 5 price agreements. Ron Kleinschmit will identify price agreements having to do with this particular section.

3. Review all these P.A.'s and the subcontracts thereto identifying valid subcontractors, those identified as subcontractors but having no valid subcontract.

4. Indicate in the audit any vendors identified with a percentage added to the cost.

The auditor should consult with Bill Cloran, Assistant Attorney General; Ron Kleinschmit, Claim Coordinator and myself prior to beginning the audit process.

JBB:jr

cc: E. S. Hunter
Bill Cloran
Ron Kleinschmit

RECEIVED
STATE HWY ENGR
AUG 14 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81 125 1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 12

In Reply Refer to
File No.:

July 9, 1984

NOTED
H.S. COULTER

Mr. Dale Farris
Supervisor Benefits
PERS
Box 73
Portland, OR 97203

RE: Bob Ellison Participation
Hoffman Construction, Inc.
vs. State of Oregon

Dear Mr. Farris:

Mr. Bob Ellison was a Project Manager for the State Highway Division on the Portland Justice Center. The contractor on this project has filed a suit against the State of Oregon in the amount of $1.3 million. Mr. Ellison, prior to knowledge of this suit, has utilized much of his 600 hours in assisting the State of Oregon with another State office building in Eugene, Oregon.

His knowledge of the project is of vital necessity to the execution of background information on this lawsuit. We would appreciate some assistance from PERS in allowing Mr. Ellison to assist us to the extent necessary in defense of this suit. A letter from Mr. William F. Cloran, Assistant Attorney General, charged with the defense of this suit, is attached for your information.

Any assistance that you may give the Highway Division and assurance to Mr. Bob Ellison that his rights under the PERS Retirement will not be effected will be deeply appreciated.

Cordially yours,

J. B. Boyd, PE, PLS
Right of Way Manager

RECEIVED
STATE HWY ENGR
JUL 10 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JBB:jr
attach.

cc: H. S. Coulter
Personnel Operations
Highway Accounting
Bill Cloran

Form 734-3122

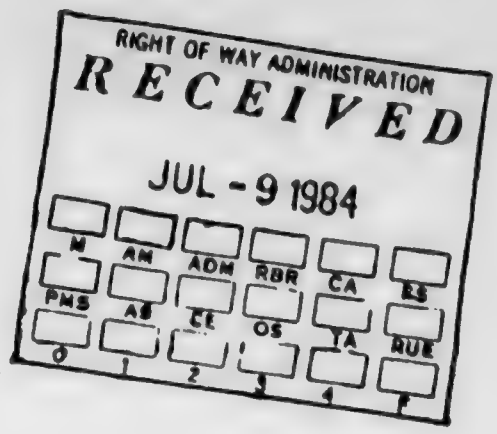
DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

July 5, 1984



Jay Bruce Boyd
Right of Way Manager
Highway Division
Department of Transportation
117 Transportation Building
Salem, Oregon 97310

Re: Hoffman Construction, Inc. v. State of Oregon

Dear Mr. Boyd:

Hoffman Construction has filed a suit against the State of Oregon concerning construction of the Justice Center in Portland. The Complaint alleges that Hoffman is due extra compensation due to an abnornally high number of change orders issued during construction. The total amount claimed is $1.3 million dollars.

The defense of this case will require extensive participation by the project manager. The project was managed by Robert W. Ellison PE now retired. Will you please consult with PERS and determine if there is any way that Mr. Ellison can be made available for State service while this lawsuit is pending without sacrificing his retirement. Inability to have Ellison available could seriously damage our prospects for a successful resolution of the matter.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:le

9291

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

L-8528

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

July 6, 1984

RECEIVED

Mr. Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: Hoffman Construction v. State

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include the State of Oregon.

The matter concerns claims of excessive changes and deficient plans and specifications of the Justice Center.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj
Enclosure: Complaint
cc: O. B. Jackmond
Bruce Boyd
R. Kleinschmidt
Keith Martin
B. Ellison

enforcement

RECEIVED
DOT DIRECTOR
JUL 9 '84
REFER TO
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| | | | | X |

Contains Recycled Materials

Fran Sushenko
6/22/84

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation,

Plaintiff

vs.

THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant

A8406-03620

No.....

SUMMONS

To DAVE FROHNMAYER, Attorney-General, State of Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

KOBIN & MEYER, P.C.

/s/ Rodney R. Mills
SIGNATURE OF OREGON RESIDENT ATTORNEY

Rodney R. Mills (82340)
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of MULTNOMAH } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

/s/ Rodney R. Mills
ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

KOBIN & MEYER, P.C.
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

734-980-TL000-84
cc to Highway Case Management
6/23/84
L-8528

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation, Plaintiff, vs. THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant.	Certified a true and correct copy of the original A8406-0866 No. COMPLAINT (Breach of Contract; Declaratory Judgment)

Plaintiff alleges:

For its FIRST CLAIM FOR RELIEF, Hoffman Construction Company (hereinafter "Hoffman") alleges:

(BREACH OF CONTRACT)

I

Plaintiff is a corporation duly qualified and authorized to transact business in Oregon. Defendant may be sued pursuant to ORS 30.320.

II

Defendant determined to construct a Justice Center in downtown Portland, Multnomah County, Oregon. In about March, 1981, defendant solicited sealed competitive bids for construction of the Justice Center Phase 3 (herein "the Project"), constituting a 480-bed detention center, courtrooms, offices and related facilities. Interested bidders were furnished with detailed plans and specifications prepared for defendant by its representatives,

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

for use in preparing their bids. Plaintiff submitted the low, responsive, responsible bid to defendant's Invitation, and was awarded a contract (herein "the Contract"). The Contract included the plans and specifications prepared by defendant, which defendant warranted to be adequate, accurate, complete and workable.

III

Plaintiff commenced construction in the summer of 1981. During the course of construction, plaintiff and defendant discovered that the plans and specifications prepared for defendant and included within the contract documents were defective and deficient, and were not adequate, accurate, complete or workable. Particularly, the plans and specifications for the detention electronics, mechanical system, electrical systems and pre-cast concrete work were defective, incomplete and conflicting, and required investigation, revision, clarification and change.

IV

As a result of the defects and deficiencies in the plans and specifications furnished by defendant as above alleged, and the breaches of warranty occurring thereby, plaintiff was injured and delayed in its performance of its work under the contract, suffered losses of efficiency and productivity, was required to provide labor, supervision and overhead to investigate, clarify and revise the plans and specifications and to implement changes, and was required to accelerate its work in order to complete its work under the contract within the time

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

provided, all to plaintiff's damage in the sum of $1,342,704. Defendant is indebted to plaintiff in said sum together with interest thereon as provided by law at the rate of one and one-half percent (1-1/2%) per month from February 21, 1984 until paid.

V

Plaintiff fully completed its performance under the contract within the time provided by the contract. Plaintiff has performed all the obligations on its part to be performed under the contract.

VI

Plaintiff is entitled to its reasonable attorneys' fees which have been incurred herein as provided for by §4.18.1 of the Contract.

For its SECOND CLAIM FOR RELIEF, plaintiff alleges:

(DECLARATORY JUDGMENT)

VII

Realleges the allegations of Paragraphs I through VI above.

VIII

This is a proceeding for declaratory relief under ORS Chapter 28 for the purpose of determining a question in actual controversy between the parties hereto.

IX

As a condition to making payment to plaintiff of the

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

full contract price, defendant required that plaintiff open an escrow account and place into said account securities valued at approximately $98,000.00. Plaintiff thereafter opened escrow account No. 704586 with the First Interstate Bank of Oregon, and placed into said escrow account securities valued at approximately $98,000.

X

The purpose of the escrow account was to allow defendant to recover from plaintiff any amounts in which plaintiff may be determined liable, under the contract, to defendant.

XI

Plaintiff has no liability under the contract to defendant and therefore plaintiff is entitled to release of its securities from the escrow account.

WHEREFORE, plaintiff prays:

1. For a Judgment against defendant in the sum of $1,342,704, together with interest thereon at the rate of 18% per annum from February, 1984 until paid;

2. That a declaratory judgment be rendered and entered declaring and adjudicating the respective rights and duties of the plaintiff and defendant in and relative to the securities in the Hoffman Construction/Oregon Department of Transportation escrow account; and further declaring that plaintiff is entitled to a distribution of all securities in that account; and

. . . . .

. . . . .

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S.W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

3. For its attorneys' fees, costs and disbursements incurred herein.

KOBIN & MEYER, P.C.

By s/ Rodney R. Mills
Rodney R. Mills (82340)
Of attorneys for plaintiff

Daniel J. Seifer (69156)
TRIAL ATTORNEY

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S W ALDER STREET
PORTLAND OREGON 97205
(503) 223 1107

8:40 a.m.
Fran Sushenko
6/22/84

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation, Plaintiff

vs.

THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant

A8406-0362 20
L-8528

No.

SUMMONS

To DAVE FROHNMAYER, Attorney-General, State of Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

KOBIN & MEYER, P.C.

/s/ Rodney R. Mills
SIGNATURE OF OREGON RESIDENT ATTORNEY

Rodney R. Mills (82340)
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of MULTNOMAH } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

/s/ Rodney R. Mills
ATTORNEY(S) FOR PLAINTIFF(S)

KOBIN & MEYER, P.C.
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

cc to Highway Case Management 6/23/84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation, Plaintiff, vs. THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant.	Certified a true and correct copy of the original A8406-0866 No. 20 COMPLAINT (Breach of Contract; Declaratory Judgment)

Plaintiff alleges:

For its FIRST CLAIM FOR RELIEF, Hoffman Construction Company (hereinafter "Hoffman") alleges:

(BREACH OF CONTRACT)

I

Plaintiff is a corporation duly qualified and authorized to transact business in Oregon. Defendant may be sued pursuant to ORS 30.320.

II

Defendant determined to construct a Justice Center in downtown Portland, Multnomah County, Oregon. In about March, 1981, defendant solicited sealed competitive bids for construction of the Justice Center Phase 3 (herein "the Project"), constituting a 480-bed detention center, courtrooms, offices and related facilities. Interested bidders were furnished with detailed plans and specifications prepared for defendant by its representatives,

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PORTLAND, OREGON 97205
(503) 223-1107

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ATTORNEYS AT LAW
SUITE 800 610 S W ALDER STREET
PORTLAND OREGON 97205
(503) 223-1107

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(DECLARATORY JUDGMENT)

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ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
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2. That a declaratory judgment be rendered and entered declaring and adjudicating the respective rights and duties of the plaintiff and defendant in and relative to the securities in the Hoffman Construction/Oregon Department of Transportation escrow account; and further declaring that plaintiff is entitled to a distribution of all securities in that account; and

. . . . .

. . . . .

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S W ALDER STREET
PORTLAND OREGON 97205
(503) 223-1107

3. For its attorneys' fees, costs and disbursements incurred herein.

KOBIN & MEYER, P.C.

By s/ Rodney R. Mills
Rodney R. Mills (82340)
Of attorneys for plaintiff

Daniel J. Seifer (69156)
TRIAL ATTORNEY

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S W ALDER STREET
PORTLAND OREGON 97205
(503) 223-1107

#7294

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

320 S.W. Oak Suite 500 Portland, Oregon 97204-2737

503/224-3860 *Cable:* ZGFOREGON

June 15, 1984

Mr. Robert Bothman
Assistant State Highway Engineer
Oregon Dept. Of Transportation
Room 204 - Transportation Building
Salem, OR 97310

Dear Bob,

ZGF started the year on a positive note, as the enclosed reprints indicate.

We've included some news about two very different projects: the Portland Justice Center and the Banfield Transitway. Each has received a national design award, one from Progressive Architecture, the other from Architecture, the publication of the American Institute of Architects.

We are proud of the recognition our projects have consistently received over the years. These two projects demonstrate our belief that by working closely with our clients, we can push design solutions beyond conventional wisdom, while still creating economically sound projects. These projects represent the kinds of building solutions that we continue to strive for with all of our clients.

Thanks for taking the time to look over this material. We hope you enjoy it.

Sincerely,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Gregory S. Baldwin, AIA
Partner

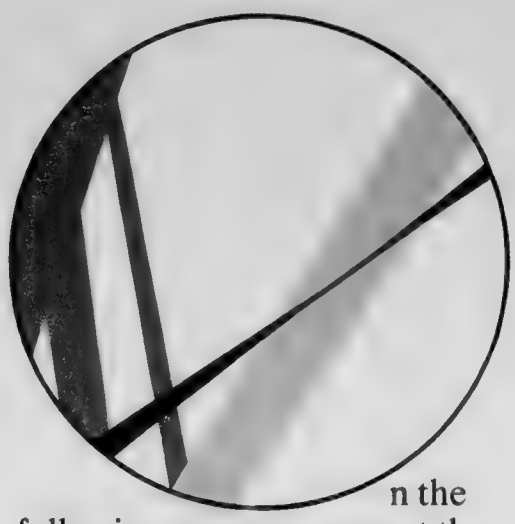
/nmf

Hope you are doing well

Enclosures

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul FAIA Robert J. Frasca FAIA Gregory S. Baldwin AIA Raymond A. Boucher AIA Daniel J. Huberty AIA
Associate Partners Larry S. Bruton AIA Jack Cornwall AIA Brainard Joy Gannett AIA Lee F. Kilbourn AIA FSCI Robert M. Mickelson AIA John A. Moll Wallace W. Roeder AIA
Associates Carl E. Freeze AIA Ernest L. Grigsby Ronald P. Gronowski AIA John S. Walling

ARCHITECTURE



In the following pages we present the winners of our first design contest, focusing on interior architecture. Their hallmarks include variety as well as vitality, which makes further generalization about them difficult.

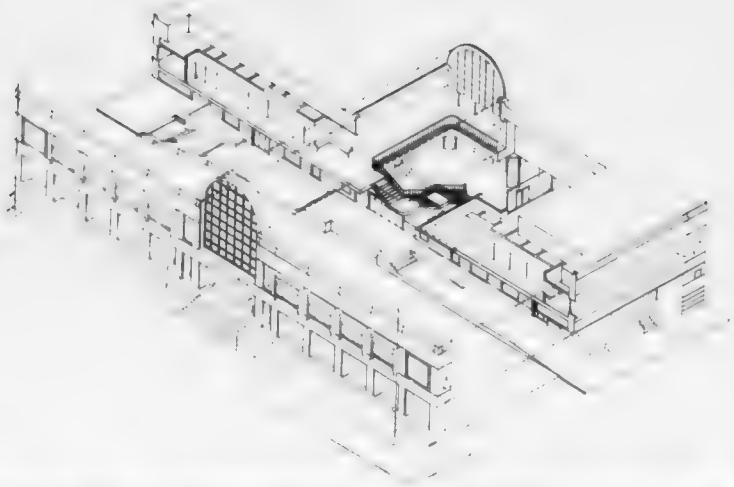
We thank all who entered and also those who joined the editors and art director on the jury, architects Norman De Haan, AIA, of Chicago and George Hartman, FAIA, of Washington. Selection of the winners was not an easy process because the overall quality of submissions was high.

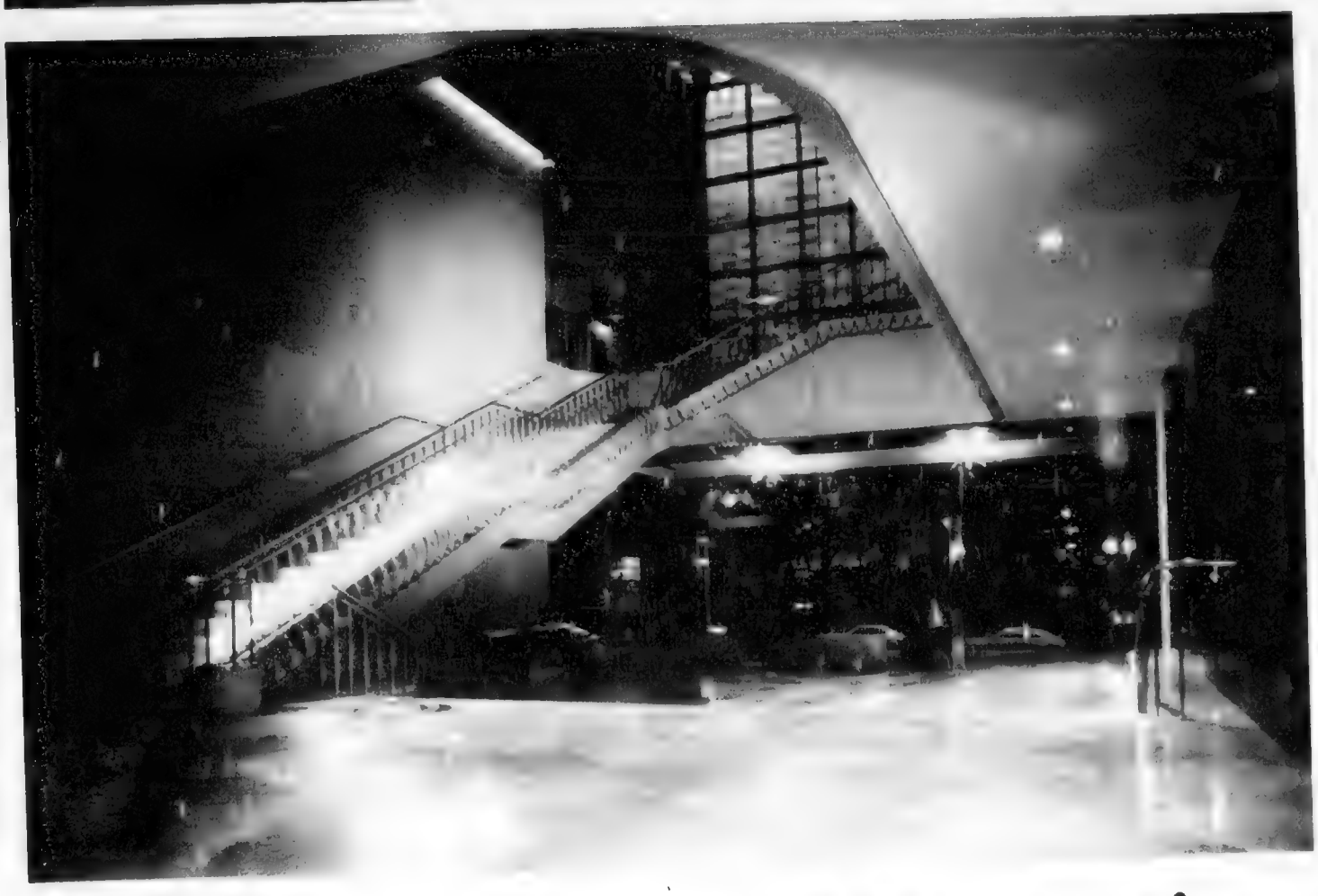
This encourages us to think of more such contests in the future, on this and other aspects of architecture. One salutary side effect of the contest device is to bring to our attention, and that of our readers, some architects of obvious talent and competence whom we had not known before. ,

The text describing the winners is by Associate Editor Michael J. Crosbie. *D.C.*

Hershberger

Robert Reynolds





Hershberger

An Essay in Integral Decoration

Justice Center: Portland, Ore. Architect: Zimmer Gunsul Frasca Partnership.

The interior design contest jury cited the lobby of the Justice Center in Portland, Ore., for its [illegible] architecture. Robert J. Frasca, FAIA [illegible] Frasca Partnership, Portland, says that [illegible] chosen with an eye for their decorative [illegible] the character that they give to the building [illegible] public buildings should have a lasting quality [illegible] permanence," says Frasca, "not only in their design but also in their materials."

The Justice Center houses the city's courts, other judicial offices, and a penitentiary. The [illegible] man Park, one of three large [illegible] other government buildings [illegible] is the building's major public space, used by employees as well as visitors to the courts and penitentiary.

To communicate a feeling of permanence, the architect used honed precast concrete panels for the walls. In contrast are polished stainless steel for the railings and elevator doors, verde antique marble around the elevators and on other walls, and [illegible] strips, all crowned by a steel [illegible] glass. This vault runs the width [illegible] ated wall that further extends [illegible] these elegant materials in [illegible] earing a beautiful diamond [illegible]

The highlight of the lobby is the large arched window over the entrance that dominates the space. The architect worked with Portland artist Ed Carpenter, on its design. Small [illegible] led to refract sunlight, while [illegible] h glass diffuse light through [illegible]

Across page, lobby's terrazzo at elevator bank. Top left, front facade facing Chapman Park; top right, axonometric showing lobby's cruciform plan; above, lobby entrance from park.

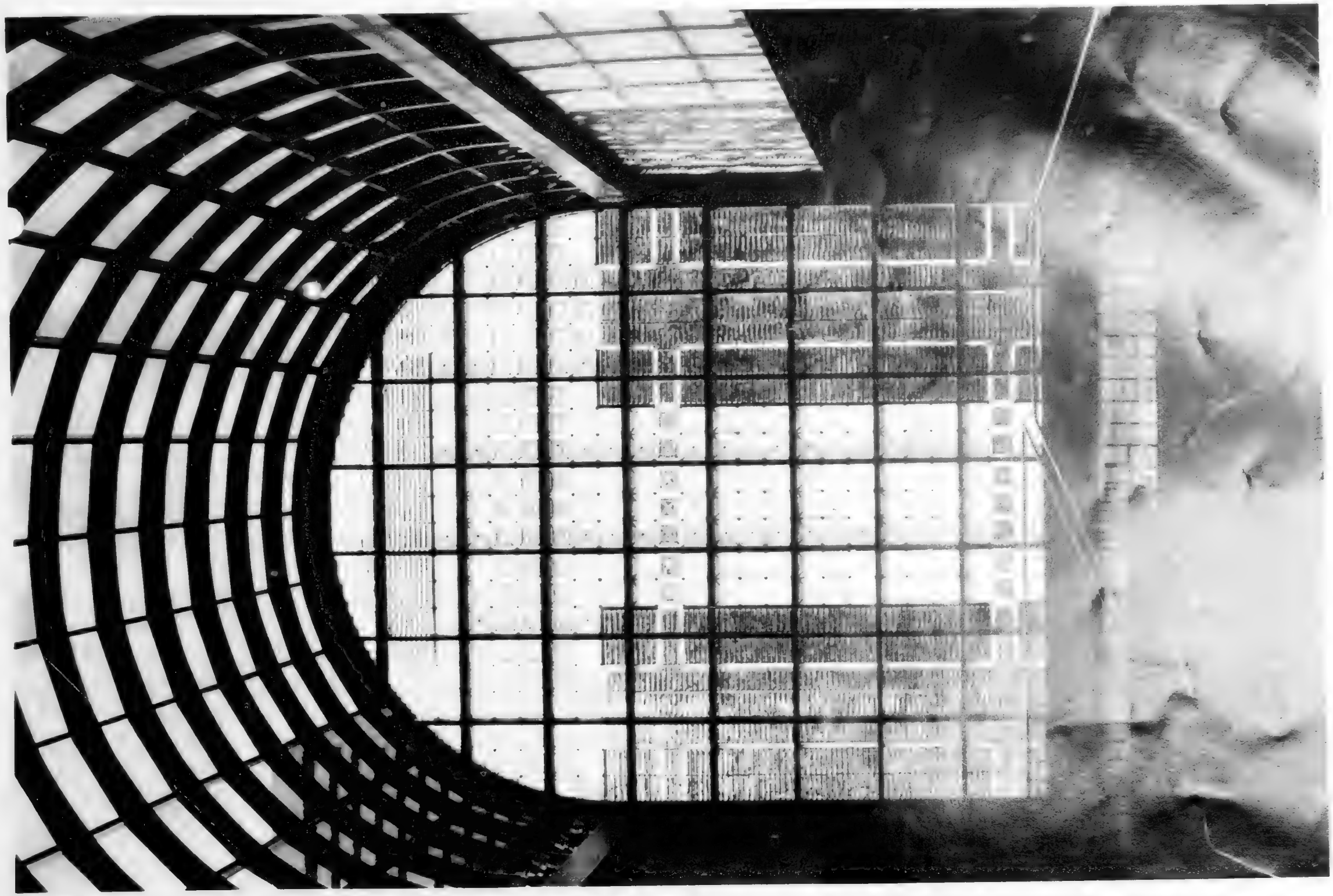
Credits

Architect: *Zimmer Gunsul Frasca Partnership*
ZGF Project Team: Partner-in-Charge, *Brooks Gunsul;* Design Principal, *Robert J. Frasca;* Project Manager, *Jack Cornwall;* Project Architect, *Ernest L. Grigsby;* Senior Designers, *Evett J. Ruffcorn, Margaret DeBolt;* Technical Team, *Peter D. Alef, Dennis W. Destefano, Thomas S. Geiser, Dennis M. Harper, William R. Hutchinson, Kenneth J. Mouchka, Ronald R. Stewart;* Interior Design/Public Spaces, *Evett J. Ruffcorn, John S. Walling;* Interior Design Team, *Frances Lefever, Mari Lou Diamond*
Consultants: Justice Facilities Planning, *Walker McGough Foltz Lyerla;* Design, *Pietro Belluschi, FAIA;* Structural, *kpff consulting engineers;*
Mechanical/Electrical, *Peterson Associated Engineers;* Vertical Transportation, *Lerch, Bates & Associates Inc.;* Food Service, *The Marshall Associates;* Electronics and Communication, *Hughes Design Concepts;* Courts Planning, *Walter H. Sobel, FAIA & Associates;* Landscape, *Mitchell & Nelson Associates Inc.*
Contractor: *Hoffman Construction Company*
Construction Manager: *Turner Construction Company*
Owner Team: *City of Portland, Multnomah County, Oregon Department of Transportation*
1% for Public Art Administered by the Metropolitan Arts Commission and Oregon State Highway Department:
Stained Glass Window/Main Lobby, *Ed Carpenter, Designer, Tim O'Neill, Fabricator;* Travertine Sculptures/Main Entrance, *Walter Dusenbery;* Glass Mosaic Ceiling/Arcade, *Liz Mapelli;* Metal and Enamel Relief Sculptures, *Bonnie Bronson;* Mural of Pioneer History, *Isaac Shamsud-Din;* Indian Eagle, *Kwakiutal artist unknown;* Two Glass Lamps at Second Avenue Police Lobby, *Tim O'Neill;* Courtroom Paintings, *Anne Griffin Johnson, Alden Mason;* Acrylic on Canvas Painting, *Louis Bunce*

Reprinted with permission from ARCHITECTURE February 1984

Hershberger

Right, corridor in lobby with light fixtures that allude to Justice's scales: below, marble screen wall with cutouts offering view toward lower level elevator bank and columns of honed concrete. Across page, arched window over entrance that combines mirrored, milky, and clear glass with beveled edges to refract light. □



Karlis Grants

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
H.S.COULTER

June 4, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon I-205-7(76)312
Justice Center - Multnomah County
State/Architect Agreement
Supplement No. 55

This Supplemental Agreement is hereby returned with confirmation of our prior approval for preparation of As-Built drawings. Based on our review we find that this document defines additional work within the scope of supplemental agreement No. 53. The work represents an overrun in actual costs but does not constitute a change in scope or complexity. For this reason the added fixed fee is not warranted.

The actual cost overrun is eligible under the terms of the original agreement without a supplement. We have not approved the document because of the added "fixed fee".

Sincerely yours,

D.K. Hansen for

Dale E. Wilken
Division Administrator

Enclosure
cc:
OSHD (G Potter)
OSHD (J B Boyd)
OSHD (R Ellison)

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig rec
6-6-84

9299

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(76)312

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00063

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/4/84

8. FEDERAL ROUTE NUMBER: ----------

9. STATE ROUTE NUMBER: ----------

10. GENERAL LOCATION:

Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK

Supplemental Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/14/84 this will confirm the advance approval date of 1/4/84 to proceed with work necessary for architectural services which is now included in Supplement No. 54 to the original agreement. Supplement No. 54 is approved on an actual cost basis estimated to be $640. This authorization is contingent upon modification of project agreement if additional funds are required.

An approved copy of Supplemental Agreement No. 54 is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 1 '84
REFER TO Potter
FOR
Info | Init | R/D | D/R | Sign | Act | File

Orig. to 6/1

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/30/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: May 22, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
Building Improvement Contract
Repair Laminated Furniture
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Attached for your file is a fully executed original of a contract for repair of laminated furniture in secure areas of the Justice Center.

With approval of General Services, we have negotiated a contract for this work. Under the buildings overall warranty this work is the responsibility of the Contractor, Hoffman Construction Company, who will reimburse us for the cost of the repair work.

JBB:jr
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison
Ron Kleinschmit
C. O. Fredrickson w/attach.

81-125-1387

Contains Recycled Materials

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: May 15, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement No. 55
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and AGREEMENTS No. 5439

Attached for your file is the fully executed original of Supplemental Agreement No. 55 on the Justice Center.

jr/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81.125.1387

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: May 11, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement No. 54
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Attached for your file is the fully executed original of Supplemental Agreement No. 54 on the Justice Center.

jr/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81-125-1367

9274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 2, 1984

In Reply Refer to
File No.:

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: Gary Potter, Manager
Program Section

SUBJECT: Justice Center
1% for Art Account
File 46993
FAP No. I-205-7(76)312
(JAIL)

The attached letter from Catherine Gleason of the Metropolitan Arts Commission, outlines plans for completion of art work acquisition for the Justice Center. As you can see, they are shooting for a three months completion. The usual unforeseen circumstances may cause it to drag on until mid-September. Bob Ellison has discussed the matter with Catherine Gleason and she assures him that everything possible will be done in order to expedite completion.

It appears this account will have to remain open for a few months.

We believe the 1% for Art account has been handled prudently to date. The determination of major acquisition costs and contingencies prior to contracting for the final piece of art eliminated the possibility of an unanticipated overrun in this account.

RWE:jh
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
V. E. Skoog
J. B. Boyd
R. W. Ellison
Ron Kleinschmit

RECEIVED
STATE HWY ENGR
MAY 3 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9274

James

Justice Center

FRED.S.JAMES & CO. OF OREGON 111 Southwest Columbia, Portland, Oregon 9720[illegible] 503 248-6402 Telex 360128

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY - 2 1984
M AM ADM PRA CA LS
PMS AS CE OS TA RUE

CONTRACT BOND STATUS REPORT

April 24, 1984

Turner Construction Co.
1221 S. W. First Ave.
Portland, Oregon 97204

RE: Hoffman Construction Company — PRINCIPAL

Seaboard Surety Company — SURETY CO.

88 48 01 — BOND NO.

Justice Center Phase 3 — CONTRACT # 9274

$ 40,156,000. DATED 5-21-81

The Surety on the bond covering the contract described in the caption is requesting a periodic report of the current status of the job.

We would appreciate your answering the questions below and returning in the enclosed self-addressed stamped envelope. Thank you.

Very truly yours,

Surety Bond Department
Geri Dunning

Percentage of the work completed to date? 100%

Total amount paid to date (excluding retained percentage)? $42,708,259.00

Total amount of retained percentage currently withheld? $96,965 (Securities)

Have any unusual conditions been encountered? 1 warranty item pending

Estimated date of completion? Work complete, final documents Pending, by June 1, 1984

If completed: Date of acceptance? January 4, 1984

Exact total contract price, including extras $42,708,259.00

cc: Bryant Jackmond
Bill Cowan (atty Ken Trial Div)
Bob Hermsen

Signature Ron Klemsmith

Date Project Coordinator

r11
7294

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.
I-205-7(76)312

2. STATE PROJECT NO.
See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-20-84

4. PROGRAM NO.

5. ITEM NO.
00063

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/28/84	----------	----------

10. GENERAL LOCATION:
Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK
Supplemental Consultant Agreement #53

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 4/17/84 this will confirm the advance approval date of 2/28/84 of Supplemental Agreement #53 with Zimmer Gunsul Frasca Partnership in the amount of $6,707 which includes a net fee of $875 and authorization to proceed with the work covered by the Agreement.

A signed copy of the Agreement is returned herewith.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/B | Spec | Adj

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/20/84	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 17, 1984

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

MISC. CONTRACTS and AGREEMENTS No.

SUBJECT: Project No. I-205-7(76)312
Portland/Multnomah Justice Center
State/Architect Agreement
Supplement No. 53

I request confirmation of previous verbal approval and authorization to proceed as of February 28, 1984 for work under the subject supplement on the project. Two copies of the fully executed supplemental agreement are attached.

I request the return of one copy of the supplement approved for our files.

RWE:jh
attach.

cc: Fred Miller w/attach.
H. S. Coulter w/attach.
E. S. Hunter w/attach.
V. E. Skoog w/attach.
J. B. Boyd w/attach.
General Files

FRED MILLER

RECEIVED
DOT DIRECTOR
APR 18 '84
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

Form 734-3122

Exhibit "B"

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

320 S.W. Oak Suite 500 Portland, Oregon 97204-2737

503/224-3860 *Cable:* ZGFOREGON

February 27, 1984

Oregon Department of Transportation
Room 110, Right-of-Way Section
Salem, Oregon 97310

Attention: Mr. R. W. Ellison, Project Manager

Reference: Job No. 6031-03, Justice Center
Phase 3 - Construction

Subject: As-Built Drawings

Gentlemen:

We have now received the structural as-built drawings from the Contractor and we are now in a position to allocate manpower to transferring this information to the original drawings.

Although we have not seen all of the as-built drawings from the Contractor, we are reasonably confident that we can accomplish the job of transferring all the as-built information to all of the tracings with 160 hours of drafting time.

We propose to do this work on the following basis:

160 hours @ $15.00/hour	$ 2,400.00
Overhead @ 143%	3,432.00
Net Fee @ 15%	875.00
Total	$ 6,707.00

We are in a position to allocate a draftsman to this task starting Monday, February 27, 1984, and will do so with your concurrence.

Gave Cornwall Verbal approval to proceed on 2/28/84 R.W. Ellison

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC/slh

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 28 1984
M AM ADM PM CA LS
TS AS CP OS TA RUE

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul FAIA Robert J. Frasca FAIA Gregory S. Baldwin AIA Raymond A. Boucher AIA Daniel J. Huberty AIA
Associate Partners Larry S. Bruton AIA Jack Cornwall AIA Brainard Joy Gannett AIA Lee F. Kilbourn AIA FCSI Robert M. Mickelson AIA John A. Mott Wallace W. Roeder AIA
Associates Carl E. Freeze AIA Ernest L. Grigsby Ronald P. Gronowski AIA John S. Walling

7214

April 12, 1984

Rose and Sanders
Attorneys at Law
400 SW Sixth Avenue, Suite 907
Portland, OR 97204

COM 5
~~#9513~~
#9294

Attention: Steven M. Rose

Gentlemen:

Thank you for your letter of April 5, 1984, on behalf of your client, Brian Mills, stating that his claims on Contract Nos. 9513 and 9294 have been settled.

You state this is in reference to the S. J. Groves and Sons Company Contract No. 9513 for work on the NE Union Avenue-NE 39th Avenue (Banfield Light Rail) Project in Multnomah County.

Contract No. 9294 was with Hoffman Construction Company and was for the Justice Center, Phase 3, Project.

This information will be noted in our records and we will advise the sureties and the contractors.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

bc: Bob Ellison

FKN:kjm

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 907
400 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

April 5, 1984

Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Mills v. S. J. Groves and Sons Company and N. Young's Steel Fabrication Co.
Contract No.: 9513
Mills v. Hoffman Construction Company, N. Young's Steel Fabrication Co., Inc. and Seaboard Surety
Contract No. 9294

Dear Mr. Gormsen:

Please be advised:

1. Our claim on Contract Number 9513 has been settled.

2. Our claim on Contract Number 9294 has been settled with Hoffman Construction Company and its surety, Seaboard Surety Company. We anticipate asking the court for a default judgment against N. Young's Steel Fabrication Co., Inc.

Yours very truly,

Steven M. Rose

SMR:sr
cc: Brian Mills

RECEIVED
APR 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-77
9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc: Secretary of State - This claim was filed with you direct by the attorney. Please advise of your filing date and number on the enclosed copy of this letter. Amends CL 83-250.

April 12, 1984

Paull & Barnett
Attorneys at Law
5441 SW Macadam Avenue
Portland, OR 97201-3874

FILED
APR 16 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:
CON 5
#9294

Gentlemen or Ladies:

This will acknowledge the Notice of Amended Bond Claim dated March 20, 1984, from the Oregon-Washington Carpenters-Employers Trust Funds concerning the following Highway Division contract:

FILED BY:	Oregon-Washington Carpenters-Employers Trust Funds
AMOUNT:	$3,279.99 with interest, plus attorney fees
FOR:	Work performed by employees of Little Big Creek Construction
AGAINST (Prime contractor)	Hoffman Construction Company
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

We note that you have advised the surety, the contractor and the Secretary of State.

You indicated this amends a previous claim dated November 14, 1983.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FD
4-19-84 fgm

cc: Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

731-0146

NOTICE OF AMENDED BOND CLAIM

TO: Little Big Creek Contracting
In Town Post Office Box 168
Elk River, Idaho 83827

Seaboard Surety Company
90 Williams Street
New York, New York 10038

Hoffman Construction Company
Attention: Wayne Thomas
1300 S.W. Sixth Avenue
Portland, Oregon 97207

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Multnomah County Auditor
1021 S.W. Fourth Avenue
Portland, Oregon 97204

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $3,272.99, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for reasonable attorney fees, against the performance bond existing between Seaboard Surety Company, as surety, and Hoffman Construction Co., as principal, for employee benefit contributions, liquidated damages, contractual interest, contractual attorney fees, and contractual auditor's fees, for carpentry-type

labor performed on the project identified below.

The above stated amount is pursuant to a job audit and records submitted by Hoffman Construction Company. Amounts claimed are for amounts due for work performed by employees of Little Big Creek Construction on the Justice Center Project for the period December, 1982 through July, 1983.

Project: Justice Center Project
216 S.W. Main
Portland, Oregon

Bond No.: 88481

Contract No.: 9294

DATED this 20th day of March, 1984.

PAULL & BARNETT

By: _____
Thomas J. Barnett, of Attorneys for the Oregon-Washington Carpenters - Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 20th day of March, 1984.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 1-29-85

PAULL & BARNETT
5441 S.W. Macadam Avenue
208 Bailey Building
Portland, Oregon 97201-3874
(503) 221-0077

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1214

April 12, 1984

Rose and Sendara
Attorneys at Law
400 SW Sixth Avenue, Suite 907
Portland, OR 97204

CON 5
#9513
#9294

Attention: Steven M. Rose

Gentlemen:

Thank you for your letter of April 5, 1984, on behalf of your client, Joey S. McGowan, stating that his claims on Contract Nos. 9513 and 9294 have been settled.

You state this is in reference to the S. J. Groves & Sons Company Contract No. 9513 for work on the NE Union Avenue-NE 39th Avenue (Banfield Light Rail) Project in Multnomah County.

Contract No. 9294 was with Hoffman Construction Company and was for the Justice Center, Phase 3, Project.

This information will be noted in our records and we will advise the sureties and the contractors.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

bc: Bob Ellison

FWN:kjm

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 907
400 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

April 5, 1984

Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: McGowan v. S. J. Groves and Sons Company and N. Young's Steel Fabrication Co.
Contract No.: 9513
McGowan v. Hoffman Construction Company, N. Young's Steel Fabrication Co., Inc. and Seaboard Surety
Contract No. 9294

Dear Mr. Gormsen:

Please be advised:

1. Our claim on Contract Number 9513 has been settled.

2. Our claim on Contract Number 9294 has been settled with Hoffman Construction Company and its surety, Seaboard Surety Company. We anticipate asking the court for a default judgment against N. Young's Steel Fabrication Co., Inc.

Yours very truly,

Steven M. Rose

SMR:sr
cc: Joey S. McGowan

RECEIVED
APR 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

ROW 12

F

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: April 9, 1984

FROM: for R. W. Ellison, PE, PLS
Project Manager

MISC. CONTRACTS and AGREEMENTS No. 5439

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement No. 53
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

Attached for your file is the fully executed original of Supplemental Agreement No. 53 on the Justice Center.

WH:jh
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81-125-1387

9294

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(76)312

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00063

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/9/84

8. FEDERAL ROUTE NUMBER: ----------

9. STATE ROUTE NUMBER: ----------

10. GENERAL LOCATION:

Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK

Safety illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/9/84 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 15 representing work by PGE forces is approved for a TEC of $5,000 Federal Funds $4,600.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR
Info | Ins. | R/D | D/R | Sign | Act | File

14. DATE: 4/5/84

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hoosner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bruce Walton
Cost Estimates Specialist

DATE: April 2, 1984

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Phase III
Contract No. 9294
City and County Acceptance
File 46993
FAP No. I-205-7(76)312
(JAIL)

As part of the "End of Project" documentation, find enclosed documented project acceptance by Multnomah County and the City of Portland.

Multnomah County acceptance is in the form of "Supplemental Agreement No. 86 to the Justice Center Project Management Agreement." The fifth recital of that Supplement states "Whereas, State and County now agree that the County facilities have been constructed in accordance with the plans and specifications and the county finds that final product acceptable."

City of Portland acceptance is in the form of "Supplemental Agreement No. 3 to the Justice Center Project Management Agreement." The sixth recital of that Supplement states, "Whereas, City is willing to accept and make payment for the Police facility at this time, thus terminating City's and State's mutual obligation except for State's limited continuing obligations set out herein."

Other "End of project documentation" will be sent to you shortly.

RH:jr

cc: E. S. Hunter
J. B. Boyd
Ron Kleinschmit

RECEIVED
TECHNICAL SERVICES
APR 10 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(76)312
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00063

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/21/84

8. FEDERAL ROUTE NUMBER: ----------

9. STATE ROUTE NUMBER: ----------

10. GENERAL LOCATION:

Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 3/21/84 this will confirm the date of 2/21/84 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $50,000 - Federal Funds $33,500. (SFO #15)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/28/84	G. K. Fredrickson	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

rll
1274

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-205-7(76)312

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00063

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR
Info | Initials | R/D | D/R | Sign | Act | File

Orig. to 3/30

7. DATE AUTHORIZATION EFFECTIVE
2/8/84

8. FEDERAL ROUTE NUMBER
---

9. STATE ROUTE NUMBER
---

10. GENERAL LOCATION:
Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK
Furnish and replace security sink ball valve system with ¼" vent line

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/8/84 as requested in Mr. Fredrickson's letter of 3/16/84 as being cost effective for the use of County forces to proceed with the above work. State Force Order No. 14 representing work to be performed by Multnomah County Forces is approved for a TEC of $3,268 - Federal Funds $3,000.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/28/84	G. K. Dossett	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9274/

F

PAULL & BARNETT
ATTORNEYS AT LAW
208 BAILEY BUILDING
5441 S. W. MACADAM AVENUE
PORTLAND, OREGON 97201-3874

PAUL T. BAILEY (1915-1982)
THOMAS J. BARNETT
DAVID S. PAULL
TERRI K. BORCHERS

TELEPHONE
(503) 221-0077

March 21, 1984

CERTIFIED MAIL, RETURN RECEIPT REQUESTED

I. C. & R. Installation
Kathleen M. Lea, reg. agent
9700 Birch Grove Rd.
Rickreall, OR 97371-0063

Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA 98004

Mr. Wayne Thomas
Hoffman Construction
1300 S.W. 6th
Portland, OR 97207

Secretary of State
State Capitol
Salem, OR 97310

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Av.
Portland, OR 97204

Ann Feeney
Multnomah County Auditor
1021 S.W. 4th Avenue
Portland, OR 97204

√Robert W. Gormsen
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

John E. Johansen, Jr.
Attorney at Law
900 S.W. Fifth Av.
Portland, OR 97204

Re: Oregon-Washington Carpenters
Employers Trust Funds
Notice of Claim dated October 25, 1983
Amount: $7,659.66, with interest and attorney fees
Against: Hoffman Construction Company
Contract No. 9294
Project: Justice Center, Phase 3, Multnomah Co.
Seaboard Surety
Our file: 2288

claim filed 10/25/83- no response nec. (JW)

* CL 83-218 with Sec. of State

Dear Sir/Madam:

Please be advised that if the following amount is not paid on or before Friday, April 13, 1984, legal action will be instituted to enforce payment:

Bond Claim filed:	$7,659.66
Interest (10-25-83 through 4-13-84) ($2.0577 per diem)	$ 351.87
Attorney's fees	$ 250.00
TOTAL DUE	$8,261.53

Very truly yours,

PAULL & BARNETT

Thomas J. Barnett

Thomas J. Barnett

TJB/cd

cc: Mr. Nelson Smith
Travelers Indemnity Company

CERTIFIED
P 497 000 517
MAIL

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

March 19, 1984

John McCarthy
Project Manager
Turner Construction
Company
1234 S.W. 2nd
Portland, OR 97204

RE: Justice Center
Settlement of Claims
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

In reference to our telephone conversation, please initiate a price agreement with Hoffman Construction Company for settlement of all claims on this project except for the decorative handrail claim and the deficient plans and specifications claim. I understand that you can justify an amount of $18,000 for this settlement.

Cordially yours,

J. B. Boyd, PE, PLS
Right of Way Manager

RWE:jh

cc: E. S. Hunter
Bryant Jackmond
Jack Sollis
Bob Ellison
Ron Kleinschmit
Bill Cloran

RECEIVED
TECHNICAL SERVICES
MAR 21 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

F

March 16, 1984

Paull and Barnett
Attorneys at Law
5441 SW Macadam Avenue
Portland, OR 97201-3874

CON 5
#9294

Attention: Thomas J. Barnett

Gentlemen:

We are returning the Notice of Amended Bond Claim dated March 12, 1984, filed on behalf of the Oregon-Washington Carpenters-Employers Trust Funds for an original signature.

This was in reference to the Hoffman Construction Company Contract No. 9294 for the Justice Center, Phase 3.

Also would you please advise what claim this is amending. We have several claims filed by you and it is difficult to know which claim this filing amends.

Please return the signed Claim to 121 Transportation Building, Salem, OR 97310 and we will process the claim.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:kjm

NOTICE OF AMENDED BOND CLAIM

TO: Little Big Creek Contracting
In Town Post Office Box 168
Elk River, Idaho 83827

Seaboard Surety Company
90 Williams Street
New York, New York 10038

Hoffman Construction Company
Attention: Wayne Thomas
1300 S.W. Sixth Avenue
Portland, Oregon 97207

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Multnomah County Auditor
1021 S.W. Fourth Avenue
Portland, Oregon 97204

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $3,272.99, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for reasonable attorney fees, against the performance bond existing between Seaboard Surety Company, as surety, and Hoffman Construction Co., as principal, for employee benefit contributions, liquidated damages, contractual interest, contractual attorney fees, and contractual auditor's fees, for carpentry-type

labor performed on the project identified below.

The above stated amount is pursuant to a job audit and records submitted by Hoffman Construction Company. Amounts claimed are for amounts due for work performed by employees of Little Big Creek Construction on the Justice Center Project for the period December, 1982 through July, 1983.

Project: Justice Center Project
216 S.W. Main
Portland, Oregon

Bond No.: 88481

Contract No.: 9294

DATED this 12th day of March, 1984.

PAULL & BARNETT

By: THOMAS J. BARNETT
Thomas J. Barnett, of Attorneys for the Oregon-Washington Carpenters - Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 12th day of March, 1984.

/s/ Eddielynn Bullatt
NOTARY PUBLIC FOR OREGON
My Commission Expires: 1-29-85

PAULL & BARNETT
5441 S.W. Macadam Avenue
208 Bailey Building
Portland, Oregon 97201-3874
(503) 221-0077

RECEIVED
MAR 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 23, 1983

NOV 28 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9294

Paull & Barnett
Attorneys at Law
5441 S.W. Macadam Avenue
Portland, OR 97201

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated November 14, 1983, on behalf of the Oregon-Washington Carpenters-Employers Trust Funds concerning the following Highway Division contract:

FILED BY:	Oregon-Washington Carpenters-Employers Trust Funds
AMOUNT:	$662.99 with accruing interest, plus $250 for attorney's fees
FOR:	Labor
AGAINST (Prime contractor):	Hoffman Construction Company
SUBCONTRACTOR:	Little Big Creek Contracting
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

We note that you have filed this claim directly with the surety, contractor and the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

amends this one

731-0146

9294 CL 84-53 C

C

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 13 1984
NORMA PAULUS
SECRETARY OF STATE

March 13, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9294

Brobeck, Phleger & Harrison
Attorneys at Law
Spear Street Tower
One Market Plaza
San Francisco, CA 94105

Attention: David M. Furbush

Gentlemen:

This will acknowledge your letter of March 2, 1984, with attached Notice of Claim from Universal Security Products, Inc., concerning the following Highway Division contract:

FILED BY:	Universal Security Products, Inc.
AMOUNT:	$89,403.90
FOR:	Labor and materials
AGAINST (Prime contractor):	Hoffman Construction Company
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

HJ
3-28-84 kjm

RECEIVED
MAR 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

BROBECK, PHLEGER & HARRISON
ATTORNEYS AT LAW
SPEAR STREET TOWER
ONE MARKET PLAZA
SAN FRANCISCO, CALIFORNIA 94105
FACSIMILE: GROUP I (415) 442-1010 GROUP II & III (415) 442-1471
TELEX: INT'L 6771160 BPH UW DOMESTIC 34228 BPH SFO
CABLE ADDRESS: BROBECK
TELEPHONE: (415) 442-0900

LOS ANGELES OFFICE
444 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90017
(213) 489-4060

PALO ALTO OFFICE
TWO EMBARCADERO PLACE
2200 GENG ROAD
PALO ALTO, CALIFORNIA 94303
(415) 424-0160

March 2, 1984

EXPRESS MAIL

State of Oregon
Department of Transportation
Commission Services Officer
Fran Neavoll
Building Room 121
Salem, Oregon 97310

Re: Universal Security Products, Inc.
Notice of Claim against bond on
Justice Center

Dear Madams:

Enclosed please find for filing, pursuant to ORS 279.526 and ORS 279.528, a Notice of Claim against the bond with regard to the above-referenced project.

Thank you for your cooperation.

Very truly yours,

David M. Furbush

David M. Furbush

DMF:mar

Enclosure

cc: Daryl Hine

RECEIVED
MAR - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM - Pursuant To
ORS 279.526 and ORS 279.528

Notice is hereby given that the undersigned Universal Security Products, Inc. has a claim for labor and materials performed and furnished by it for Hoffman Construction Company pursuant to Sections 11190 through 11196, inclusive, of the Specifications of the work described below in the sum of $89,403.90 against the bond taken from Hoffman Construction Company, an Oregon corporation, as principal, and Seaboard Surety Company, a New York corporation authorized to do business in the State of Oregon, as surety, for the work of Phase III of the Justice Center, Portland, Multnomah County, Oregon, constructed under contract with the State of Oregon, Department of Transportation, Highway Division.

UNIVERSAL SECURITY PRODUCTS, INC.

By David M. Furbush
DAVID M. FURBUSH

Attorney for Universal Security Products, Inc.

RECEIVED
MAR - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

F

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Justice Center	WEEK ENDING: March 10, 1984
		SECTION PREFIX: 626-1072
	HIGHWAY: ---	COUNTY: Multnomah
NAME OF JOB: Portland Justice Center	KIND OF WORK: Superstructure	
CONTRACTOR: Hoffman Construction Company	CONTRACT NUMBER: 9294	FEDERAL AID PROJECT NUMBER: I-205-7(76)312
DATE OF CONTRACT: May 28, 1981	DATE WORK STARTED: June 17, 1981	ESTIMATED COMPLETION DATE: December 31, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: January 5, 1984	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $46,301,625.00	ENGINEERING AUTHORIZATION: $3,292,560.	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98.55%
EXCLUSIVE OF ENGINEERING: $43,039,065.00	ENGINEERING COST TO DATE: $3,170,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91.6%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $43,039,065.00		DATE PROJECT WAS COMPLETED: 1-4-84
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 96.3%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Sunny & Clear			
TUESDAY	Sunny			
WEDNESDAY	Partly Sunny			
THURSDAY	Partly Sunny			
FRIDAY	Partly Cloudy			
SATURDAY				

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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
03/04/84 SUNDAY	No activity.
03/05/84 MONDAY	No activity.
03/06/84 TUESDAY	No activity.
03/07/84 WEDNESDAY	No activity.
03/08/84 THURSDAY	No activity.
03/09/84 FRIDAY	No activity.
03/10/84 SATURDAY	No activity.

REMARKS

All work completed. This is the last and final report.

SIGNED M.V. Hayfield LOCATION Jobsite

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1984

In Reply Refer to
File No.

John McCarthy
Project Manager
Turner Construction
Company
1234 S.W. 2nd
Portland, OR 97204

RE: Justice Center
Phase III
Hoffman Claim
Turner Personnel
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

Thank you for the cooperative spirit demonstrated in your letter of March 1, 1984, relative to settlement of the Hoffman claim.

After further discussion with our Legal Counsel it is our opinion that retaining your staff in Portland to work on the claim will not be necessary. We believe that the assistance which will be required by you and your staff can be accomplished with short return trips to Portland as required by the progress of the claim settlement.

Accordingly, your staff should be assigned to their new location when the normal close out work for the construction contract is completed.

Cordially yours,

Bruce

J. B. Boyd, PE, PLS
Right of Way Manager

RWE:jh

cc: P. A. DeMange
Bill Cloran
E. S. Hunter
C. O. Fredrickson
R. W. Ellison
Ron Kleinschmit
D. O. Christensen

RECEIVED
TECHNICAL SERVICES
MAR 6 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

E

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: February 29, 1984

FROM: for R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement
Nos. 49, 50, 51 & 52
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

[illegible] CONTRACTS and
[illegible]ENTS No. 5457

Attached for your file is the fully executed original of Supplemental Agreement Nos. 49, 50, 51 and 52 on the Justice Center.

jh/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81-125-1387

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-205-7(76)312

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00063

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
MAR 12 '84
REFER TO
Potter
FOR
Info | Insp | R/W | D/R | Surv | Acct | File

OMD K 3/13

7. DATE AUTHORIZATION EFFECTIVE
10/11/83

8. FEDERAL ROUTE NUMBER
---

9. STATE ROUTE NUMBER
---

10. GENERAL LOCATION:
Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK
Purchase and provide disposable serving dishes until reheat oven dishes arrive

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/11/83 as requested in Mr. Fredrickson's letter of 2/23/84 as being cost effective for the use of Multnomah County forces to proceed with the above work. State Force Order No. 12 representing work to be done by Multnomah County Forces is approved for a TEC of $5,127.99, Federal Funds $4,998.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/29/84	D. K. Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9294

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(76)312

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00063

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/5/84	----------	----------

10. GENERAL LOCATION:

Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK

Revise SFO #10 (SFO #10 supplement #1)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance approval date of 1/5/84 for State Force Order No. 10 Supplement No. 1 to increase the TEC to $27,000 Federal Funds $24,800. Also, the time period for the completion of work is extended to March 30, 1984.

(Increase TEC $17,000 Federal Funds $15,634)

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig to 3/5

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/24/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 24, 1984

In Reply Refer to
File No.:

Mr. John McCarthy
Project Manager
Turner Construction
Company
1234 S.W. 2nd Avenue
Portland, OR 97204

RE: Justice Center
Phase III
Construction Management
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

I have received the contract claim submitted by Hoffman Construction Company against Contract 9294. The submittal appears very well timed and devisive in that your company has nearly completed its work on the contract and in that new assignments for your key employees are eminent.

This letter is written to request your company put a hold on re-assignment of its current field office staff until an assessment and rebuttal of the purported claim can be arrived at. It is anticipated this initial additional work will require two to three weeks in addition to project close-out.

In addition to the assessment/rebuttal, the State will be reviewing additional action that may be required or desirable to defend its interest. A more long term work plan may also be necessary.

While the claim at this point may be viewed as unfounded, I believe it is in both the State's and Turner's best interest to continue the professional project management. This would be extremely difficult for the State, should the key Turner personnel not be readily available.

Please advise me of your company's decision at your earliest convenience. The State is prepared to initiate a supplemental agreement to formalize the additional work and other reimbursable costs as may be required.

Sincerely,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jh
cc: H. S. Coulter
E. S. Hunter
O. B. Jackmond
R. W. Ellison
R. J. Kleinschmit
Cliff Christianson
Bill Cloran
Paul DeMange

RECEIVED
TECHNICAL SERVICES
FEB 27 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 13, 1984

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a copy of contract revision authorization C3-805 written against the Phase III Construction Contract (Hoffman Construction Company contract).

Please note that this authorization has been renumbered to C3-802.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
FEB 14 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Ap | File

Form 734-3122

9219

Row 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 2, 1984

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave., Rm. 120
Portland, OR 97204

Tuck Wilson
Erickson, Wilson, Wolf &
Smitke
18735 S.W. Boones Ferry Road
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-797: Handrail claim
A/E: Additional County signage
A/E: Dave's Deli Retail "Construction"

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager Ron Kleinsmit

RWE/RJK/cw
Attach

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach

RECEIVED
TECHNICAL SERVICES
FEB 7 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7110

Form 734-3122

9294

STATE OF OREGON

INTEROFFICE MEMO

TO: Vern Skoog
Highway Controller

DATE: January 31, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

NOTED
H. S. COULTER

SUBJECT: Justice Center
Phase III
Crime Lab Relocation
File 46993
FAP No. I-105-7(76)312

Attached is a billing that should be sent to the State Police for their Crime Lab relocation. The prefixes are shown and the net cost to the State Police of $61,799.39 is also shown. I have discussed this cost with Superintendent John Williams of the State Police and he is agreeable to the total cost even though this cost is over that which we had originally estimated.

After discussing this matter with the State Police I believe that they are pleased with their new facility. They had an opportunity to be involved in the design of it and have done an excellent job assisting us in the accomplishment of this work. I would suggest the detail of this bill be transmitted formally to them; they will reimburse us upon receipt of it.

JBB:jh
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
John Williams

RECEIVED
STATE HWY ENGR
FEB 1 '84
REFER TO
FOR
Info

01-125-1387

January 25, 1984

Grenley, Rotenberg, Laskowski & Evans
Law Offices
200 SW Market Street, Suite 1920
Portland, OR 97201

CON 5
#9294

Attention: Lawrence I. Evans

Gentlemen:

In response to your letter of January 23, the Department has not accepted Contract No. 9294 with Hoffman Construction Company for the Justice Center Project in Multnomah County.

The project is substantially complete and it is expected to be accepted in about two months.

We have made a note in our files and will notify you when the project is accepted.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

FKN:kjm

LAW OFFICES OF
GRENLEY, ROTENBERG, LASKOWSKI & EVANS
SUITE 1920
200 S. W. MARKET STREET
PORTLAND, OREGON 97201

LAWRENCE I. EVANS
GARY I. GRENLEY
ROBERT C. LASKOWSKI
STAN N. ROTENBERG
NORMAN A. RICKLES
JENNIFER JACOBS

AREA CODE 503
TELEPHONE 241-0570

OF COUNSEL
PAUL R. ROMAIN

January 23, 1984

Fran Neavoll
Commission Services Officer
State of Oregon
Department of Transportation
Building Room 121
Salem, OR 97310

#9994

Re: Multnomah County Justice Center
My Client: David E. Caldwell dba Interstate Door Sales

Dear Ms. Neavoll:

I spoke with Jack Sollis of your office sometime ago about when the Department of Transportation would engage in affirmative action accepting the above project. He predicted that would occur in approximately December, 1983. I would appreciate your formally advising me as to whether that has occurred, and if so, when. Please send me a copy of the minutes, resolution or other documentation as to that affirmative action.

Thank you for your cooperation.

Very truly yours,

Lawrence I. Evans

LIE/gl

cc: David Caldwell

RECEIVED
JAN 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

January 23, 1984

TO: Cliff Christianson, Area Engineer 6
Federal Highway Administration

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center - Phase III
Contract 9294
Reseal Concrete Floors
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

You previously approved federal participation for applying a second coat of sealer (resealing) concrete floors on LL-1, and the dayroom floors on levels four through eight and disapproved participation in resealing the cell floors on level four (see half slip C3-694).

The following is an explanation of the reason why resealing of the cell floors on the fourth level was necessary.

According to plans and specifications, LL-1, 3rd floor and 4th through 8th floor dayrooms, cells and other areas not requiring a floor covering over cast in place concrete required a clear (acrylic) floor sealer. Floors LL-1 and 3rd floor initially had finish problems as they were rain slab pours and required extensive patching. In addition, there was unanticipated shrinkage cracks in other areas requiring patching and repairs.

Responsibilities for repairs to these areas were determined and it was also determined that the specified clear floor sealer would mirror the repair work. This would result in an unsatisfactory final finish. While the complete masking of deviations by use of a flooring material such as V.A.T. is not justified, a uniform finish should be anticipated.

After considerable debate and research, the tinted grey sealer was specified to the contractor. The material was applied according to specification and in many areas attained the desired results except for problems as noted in John McCarthy's letter of September 8, 1983.

It was deemed that a second coat or two-coat process was actually required to atttain the results anticipated. Since the LL-1 and 3rd floor appearance was subject to public access, the cost was assigned to the owners: FHWA, County and State. The 4th through 8th work in dayrooms was assigned per John's memo between owner and Hoffman exclusive of all repair work which was done by Hoffman. (See P.A. 450)

The last problem that occurred was on the 4th floor in medical, psychiatric and maximum security cells. This area has a thin topping slab which after loading developed some cracks. Since this area is subjected to frequent special cleaning and also is a security concern, additional patching and sealing was justified. All fine cracks were patched or sealed to provide a higher degree of sanitation plus elimination of areas where the floor could be "attacked".

Use of the grey tint sealer pointed out the problems of actually sealing a concrete slab that has required patch work. The final product is not a painted surface. It is a uniform and acceptable finish for sealed concrete in a habitable area. The assignment of costs of FHWA, County and State is made upon that basis and not aesthetics. The issue would not have arisen had a two coat process been originally specified.

In light of the above it is requested that you reconsider the reseal of the floors of the cells on the fourth level and approve this item for federal-aid participation. This work is covered by price agreement No. 492 which will be formally submitted after receipt of your favorable consideration of the item.

The items which you originally approved (reseal floors on Level LL-1 and dayroom floors on level 4) are covered by Price Agreement No. 4350 which will be submitted shortly in the routine manner.

JBB:jr

cc: E. S. Hunter
C. T. Keasey
Ron Kleinschmit
R. W. Ellison

RECEIVED
TECHNICAL SERVICES
JAN 24 '84
REFER TO
FOR
Info | Invoice | B/D | D/R | Sign | ? | File

9.294

Row 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

January 18, 1984

In Reply Refer to
File No.:

Mr. Jack Cornwall
Project Architect
Zimmer Gunsul & Frasca
Partnership
320 S.W. Oak Street
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III
Construction
Contract Revisions
File 46993
FAP I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of seven contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-758 Revised: Modify window cleaning platform
C3-784 Revised: Modify elevator floors
C3-790: Relocate sewer ejection alarm
C3-790: Revise cooling automation equipment
C3-800: Add exhaust grille @ master control
C3-804: P.A. @ ramp booth & LL-1 sallyport
C3-805: Add bollards LL-1 & 10th floor

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for

R. W. Ellison, PE, PLS
Project Manager

Ron Kleinschmidt

RWE/cw
Attach

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
T. Wilson w/attach
E. Bradfish w/attach
J. McCarthy

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Form 734-3122

January 16, 1984

Carney, Buckley & Kasameyer
Attorneys at Law
1618 S.W. First Avenue
Portland, OR 97201

COM 5
#9294

Attention: Stephen H. Buckley

Gentlemen:

Thank you for a copy of your letter to Hoffman Construction Company acknowledging receipt of a check in the amount of $1,692.62 and releasing the Notice of Claim against them.

This appears to be in reference to the claim filed on behalf of AGC-Operating Engineers Trust Funds (Local 701) for fringe benefit contributions due employees of Gray's Crane and Rigging, Inc.

The claim was against Hoffman Construction Company on Contract No. 9294 for the Justice Center, Phase 3, Multnomah County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc
cc: Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CARNEY, BUCKLEY & KASAMEYER
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201

TELEPHONE (503) 221-0611

RICHARD R. CARNEY
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
DAVID D. LIPTON
LINDA J. LARKIN
STEPHEN H. BUCKLEY
CHARLES D. BESHEARS

January 4, 1983

Mr. Darwin W. Purvis, Treasurer
Hoffman Construction Company
P. O. Box 1300
Portland, Oregon 97207

Re: Bond Claim by the Operating Engineers Trust Funds on the Downtown Justice Center

Dear Mr. Purvis:

I am one of the attorneys for the Operating Engineers Trust Funds. We have received your check in the sum of $1,692.62 representing the delinquent employee fringe benefit contributions due and owing by Gray's Crane & Rigging, Inc. to the Operating Engineers Trust Funds for work performed by the employees of Gray's Crane on the Downtown Justice Center for the time period from March 1983 through May 31, 1983.

The Operating Engineers Trust Funds now release the Notice of Claim on a public works bond that was filed on the Downtown Justice Center against Bond No. 884801, on which Hoffman Construction Company is the principal, Seaboard Surety Company is the surety and the State of Oregon, County of Multnomah, and City of Portland are the owners of the project.

If you should need additional information concerning this matter, please call.

Very truly yours,

Stephen H. Buckley

SHB:chd
cc: Barbara J. Winchester
Robert W. Gormsen
Ethel Wold, Registered Agent
Seaboard Surety Company

RECEIVED
JAN - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9214

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

January 9, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Fred Miller, Director
Oregon Department of Transportation
Department of Transportation Building
Salem, Oregon 97310

RE: State of Oregon, acting by and through the Oregon Department of Transportation, ex rel Joey S. McGowan v. N. Young's Steel Fabrication Co., Inc., Hoffman Construction Company and Seaboard Surety Company

Dear Mr. Miller:

Please find enclosed a copy of the Complaint in the above matter, as well as copies of Summons to be served on defendants.

Yours very truly,

Steven M. Rose

SMR:sr
Enclosures
cc: Joey S. McGowan

RECEIVED
DOT DIRECTOR
JAN 12 '84
REFER TO
Sellis
FOR
Info | Invest | R/D | D/R | Sign | Act | File
Act: X

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON, acting by and through the OREGON DEPARTMENT OF TRANSPORTATION, ex rel JOEY S. McGOWAN,

Plaintiff

vs.

N. YOUNG'S STEEL FABRICATION CO., INC., an Oregon corporation, HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation, and SEABOARD SURETY COMPANY, a New York corporation,

Defendant

No.....

SUMMONS

To N. YOUNG'S STEEL FABRICATION CO., INC., Nathaniel Young (registered agent), 2330 N.E. Columbia Blvd., Portland, Oregon 97211

.....*Defendant*.....

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Steven M. Rose

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

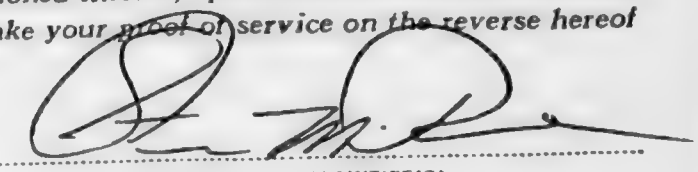
STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

/s/ Steven M. Rose

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.



ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

ROSE and SENDERS
ATTORNEYS FOR PLAINTIFF
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON, acting by and through the OREGON DEPARTMENT OF TRANSPORTATION, ex rel JOEY S. McGOWAN,

Plaintiff

vs.

N. YOUNG'S STEEL FABRICATION CO., INC., an Oregon corporation, HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation, and SEABOARD SURETY COMPANY, a New York corporation,

Defendant

No.....

SUMMONS

To SEABOARD SURETY COMPANY, Ethel Wold (registered agent), 1311 N.W. 21st Avenue, Portland, Oregon 97209

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Steven M. Rose

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

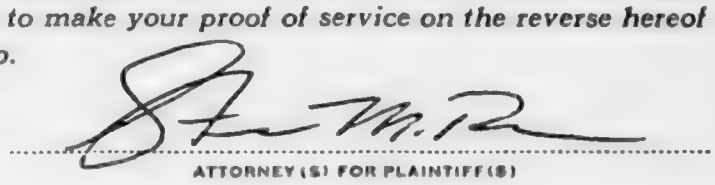
STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

/s/ Steven M. Rose

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.



ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

ROSE and SENDERS
ATTORNEYS FOR PLAINTIFF
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OF STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON, acting by and through the OREGON DEPARTMENT OF TRANSPORTATION, ex rel JOEY S. McGOWAN,

Plaintiff

vs.

N. YOUNG'S STEEL FABRICATION CO., INC., an Oregon corporation, HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation, and SEABOARD SURETY COMPANY, a New York corporation,

Defendant

No......

SUMMONS

To HOFFMAN CONSTRUCTION COMPANY, Eric Hoffman (registered agent)
1300 S.W. Sixth Avenue, Portland, Oregon 97201

.....*Defendant*.....

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Steven M. Rose

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

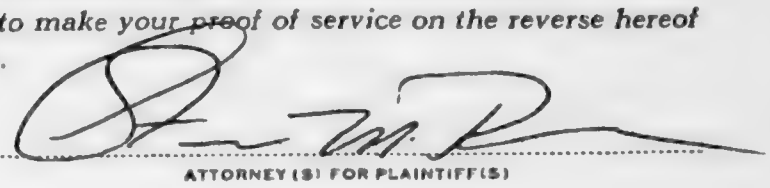
STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

/s/ Steven M. Rose

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.



ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

ROSE and SENDERS
ATTORNEYS FOR PLAINTIFF
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, acting by and through the OREGON DEPARTMENT OF TRANSPORTATION, ex rel JOEY S. McGOWAN, Plaintiff, vs. N. YOUNG'S STEEL FABRICATION CO., INC., an Oregon corporation, HOFFMAN CONSTRUCTION COMPANY, an Oregon corporation, and SEABOARD SURETY COMPANY, a New York corporation, Defendants.	NO. COMPLAINT - BREACH OF CONTRACT AND WAGE CLAIM

Plaintiff, for his claim for relief, alleges:

COUNT I - BREACH OF CONTRACT

I.

At all material times, defendant N. Young's Steel Fabrication Co., Inc., hereinafter referred to as NYFAB, was an Oregon corporation doing business in Multnomah County, Oregon; defendant Hoffman Construction Company, hereinafter referred to as Hoffman, was an Oregon corporation doing business in Multnomah County, Oregon; defendant Seaboard Surety Company, hereinafter referred to as Seaboard, was a New York corporation authorized to do business in Oregon as a surety.

ROSE and SENDERS
Attorneys at Law
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

II.

Plaintiff and defendant NYFAB entered into an agreement whereby NYFAB would employ plaintiff for an indefinite period of time at the hourly rate of $11 plus time-and-a-half for overtime. Plaintiff was employed by defendant NYFAB to act as a foreman for the construction of a stairway which was to be used in the Justice Center, as part of Oregon Department of Transportation contract number 9294, hereinafter referred to as contract number 9294.

III.

The State of Oregon, acting by and through the Oregon Department of Transportation, let the contract in contract number 9294.

IV.

Defendant Hoffman was the general contractor on Oregon Department of Transportation contract number 9294.

V.

Defendant NYFAB agreed with defendant Hoffman to construct a stairway to be used and which was used in the Justice Center, as part of contract number 9294.

VI.

Pursuant to ORS 279.029(2)(b), defendant Hoffman obtained from defendant Seaboard and defendant Seaboard issued a bond for the faithful performance of Oregon Department of Transportation contract number 9294.

ROSE and SENDERS
Attorneys at Law
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

VII.

On or about April 15, 1983, plaintiff's employment was terminated by mutual agreement. At the time of termination, plaintiff was owed the sum of $6,561.66 in wages for his work on contract number 9294, of which $2,230.96 was for regular time and $4,330.70 was for overtime.

VIII.

Defendant NYFAB has failed and refused to pay plaintiff wages in the sum of $6,561.66. Plaintiff has been damaged in the amount of $6,561.66 with interest there on at the rate of Nine Percent per annum from April 15, 1983 until paid.

IX.

Plaintiff:

1. Pursuant to ORS 279.336, made a claim for payment of overtime wages within 90 days of the completion of the contract by defendant NYFAB or his claim was unnecessary as defendant NYFAB failed to continuously post a circular in a prominent place advising plaintiff of his responsibility to make a claim for overtime;

2. Pursuant to ORS 279.526(2) and 279.528, filed notice of claim, a copy of which is attached as Exhibit A.

X.

Plaintiff filed proof of loss with Defendant Seaboard. Defendant Seaboard received plaintiff's proof of loss on October 17, 1983. Pursuant to ORS 743.114, in the event defendant Seaboard fails to pay plaintiff's wages in full within

ROSE and SENDERS
Attorneys at Law
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

six months of receiving plaintiff's proof of claim, plaintiff is entitled to reasonable attorney fees against defendant Seaboard.

COUNT II - WAGE CLAIM

XI.

Plaintiff realleges paragraphs I through X above.

XII.

Defendant NYFAB failed to pay plaintiff the sum of $6,561.66 in wages within 48 hours of terminating his employment as required by ORS 652.140(2).

XIII.

Pursuant to ORS 652.150, defendant NYFAB's failure to pay plaintiff's wages was willful and plaintiff is entitled to a penalty in the amount of $2,640.

XIV.

Pursuant to ORS 652.200(2), plaintiff is entitled to reasonable attorney fees.

WHEREFORE, plaintiff prays for judgment against defendants, jointly and severally, in the sum of $6,561.66, with interest thereon at the rate of Nine Percent per annum from April 15, 1983 until paid, a civil penalty in the amount of $2,640, reasonable attorney fees and his costs and disbursements incurred herein.

ROSE and SENDERS
Attorneys at Law
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

DATED this 9 day of January, 1984.

STEVEN M. ROSE
Bar No. 74275
of Attorneys for Plaintiff

ROSE and SENDERS
Attorneys at Law
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

October 12, 1983

Director
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

CERTIFIED MAIL - Return Receipt Requested

Re: Contract No. 9294; Bond No. 88 48 01
Claim Against Bond of Hoffman Construction Company

TO: THE OREGON DEPARTMENT OF TRANSPORTATION:

Notice is hereby given, pursuant to ORS 279.528 that Joey S. McGowan has a claim against N. Young's Steel Fabrication Co., Inc. for labor performed in conjunction with Contract No. 9294. In particular, Mr. McGowan was employed by N. Young's Steel Fabrication Co., Inc. as foreman. His employment was terminated in April 1983. N. Young's Steel Fabrication Co., Inc. now owes Mr. McGowan unpaid wages in the amount of $6,561.66, with interest thereon at the rate of 9 percent per annum from the date the wages were due, a civil penalty equal to approximately $2,640.00 and reasonable attorney fees.

The principal contractor for Contract 9294 is Hoffman Construction Company and N. Young's Steel Fabrication Co., Inc. is a subcontractor and/or provider of labor and materials to Hoffman Construction Company. Hoffman Construction Company furnished a payment and performance bond issued by Seaboard Surety. The bond number is 88 41 01. Mr. McGowan hereby gives written notice of his claim against the bond and his intent to initiate legal action against Hoffman Construction Company and N. Young's Steel Fabrication Co., Inc. and the Seaboard Surety.

A copy of this notice is being mailed by certified mail, return receipt requested, to the following persons or companies:

N. Young's Steel Fabrication Co., Inc.
2330 N.E. Columbia Boulevard
Portland, OR 97211

Hoffman Construction Co.
1300 S.W. 6th
Portland, OR 97201

EXHIBIT A

Seaboard Surety
320 108th Avenue
Suite 401
Bellevue, WA 98004

Norma Paulus
Secretary of State
State Office Building
Salem, OR 97310

Mr. John McCarthy
Turner LL Construction
31371 S. Grimm Road
Molalla, OR 97038

Yours very truly

Steven M. Rose

CERTIFICATE - TRUE COPY

I hereby certify that the foregoing copy of COMPLAINT - BREACH OF CONTRACT AND WAGE CLAIM is a complete and exact copy of the original.

DATED Jan. 9, 1984

Attorney(s) for Plaintiff

ROSE and SENDERS
Attorneys at Law
Suite 508 - 610 S. W. Broadway
Portland, Oregon 97205
Telephone (503) 227-2486

rll
9294

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	I-205-7(76)312
2. STATE PROJECT NO.	See Below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division 1-9-84
4. PROGRAM NO.	
5. ITEM NO.	00063
2A. COUNTY NAME	Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/8/83	----------	----------

10. GENERAL LOCATION:

Portland/Multnomah Justice Center - Phase III

11. GENERAL DESCRIPTION OF WORK

Supplemental Consultant Ageement #48

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/15/83 this will confirm the advance approval date of 12/8/83 of Supplemental Consultant Agreement #48 with Zimmer Gunsul Frasca Partnership in the amount of $11,297 which includes a net fee in amount of $1,027 and authorization to proceed with the work covered by the Agreement.

A signed copy of the Agreement is returned herewith.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JAN 16 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/9/84	G. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

January 5, 1984

In Reply Refer to
File No.:

Mr. Jack Cornwall
Project Architect
Zimmer, Gunsul & Frasca
320 S.W. Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP #I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-796: Relocate fume hood ducts and revise ceiling grid

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for

R. W. Ellison, PE, PLS
Project Manager

Ron Kleinschmidt

RWE/cw
Attach

cc: H. S. Coulter✓
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach
Earl Bradfish w/attach
John McCarthy

RECEIVED
STATE HWY ENGR
JAN 11 '84
REFER TO
FOR
Info | Invest | R/D | D.R. | Sign | Act | File

Form 734-3122

1120 S.W. FIFTH AVENUE, ROOM 518, PORTLAND, OREGON 97204-1983 (503) 796-5111

METROPOLITAN ARTS COMMISSION

22 December 1983

Mr. R. W. Ellison
State Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Bob,

I was relieved and pleased to learn from Turner Construction that the leakage at the west window of the Justice Center emanated not from the art work but from the sashes. Mr. Carpenter has never had any of his windows or skylights leak, and I am glad to know we are not the exception. I am sorry you have the problem at all, but I guess minor problems are to be expected.

In the event, thank you for clarifying the warranty question in your December 14 letter. I trust we will not have to be concerned about window repairs or extra scaffolding costs.

Best wishes to you during the holidays and throughout the New Year.

Regards,

Catherine

Norma Catherine Gleason
Public Art Program Manager

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Cliff Christianson
Ron Kleinschmit

RECEIVED
TECHNICAL SERVICES
DEC 27 '83
REFER TO

MULTNOMAH COUNTY

Selina M. Roberts, Executive Director

MAC Commissioners: Fern Alexander Ken Berry Clifford Carlsen, Jr. Selma Duckler Tom Hardy Eleanor Anderson Lieber Jack Malcom Judy Massee Kenneth Novack Chet Orloff Dorothy Piacentini Viola Pruitt Dorothy Schoonmaker John Thodos John Wykoff
City Liaison: Commissioner Mildred Schwab County Liaison: Commissioner Arnold Biskar

7: 14

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.

December 20, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-797 "STOP" sign

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Heidenreich
For
R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
DEC 20 '83
REFER TO
FOR
Info | Inv. | P/D | D R | Sign | Act. | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9211

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: December 15, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. I-205-7(76)312
Portland/Multnomah Justice Center
State/Architect Agreement
Supplement No. 48

I request confirmation of previous verbal approval and authorization to proceed as of December 8, 1983 for work under the subject supplement on the project. Two copies of the fully executed supplemental agreement were previously forwarded under separate action.

I further request the return of one copy of the supplement approved for our files.

CL:bkb
cc: J. Boyd
General Files

Form 734-3122

9292

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1983

In Reply Refer to
File No.:

Ms. Catherine Gleason
Public Art Program Manager
Metropolitan Arts Commission
Room 518 Portland Building
1120 S.W. 5th Avenue
Portland, OR 97204

RE: Justice Center
Phase III
1% for Art
Ed Carpenter Warranty

Dear Catherine:

As I informed you by phone today, the stained glass window created and installed by Ed Carpenter has developed a couple of small leaks. Please inform Mr. Carpenter that corrective work should be performed promptly to prevent damage to other parts of the building.

Perhaps these leaks can be corrected from the inside. If not, scaffold or other means to reach the window from the outside may be required. If the need for exterior access is caused by the window design change to exterior glazing, some reimbursement of additional costs to the artist because of the change may be necessary. This is in accord with your letter of December 7, 1983. Any such additional costs must be approved by our Construction Manager (Turner) prior to payment. Such payment should be made through a short supplement to the MAC/Artist agreement.

Best wishes for the holiday season!

Cordially yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Cliff Christianson
John McCarthy
Ron Kleinschmit

RECEIVED
TECHNICAL SERVICES
DEC 15 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: December 8, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement No. 48
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 54

Attached for your file is the fully executed original of Supplemental Agreement No. 48 on the Justice Center.

jr/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81.125.1367

9294/

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 12

In Reply Refer to
File No.:

December 6, 1983

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
Phase III
HFO.6-OR/October 18, 1983
P.A. #383: Telephone Work
File 46993
FAP No. I-205-7(76)312
(JAIL)

I am transmitting a copy of a memorandum from Mr. Ron Kleinschmit. Mr. Cliff Christianson, Ron Kleinschmit and I discussed this problem. I think it is clear from Ron's memo that the installation was, in fact, functional replacement. I would appreciate your reconsideration of this phone problem and would appreciate receiving your approval of participation.

JBB:jr
attach.

cc: Fred Miller w/attach.
H. S. Coulter w/attach.
E. S. Hunter w/attach.
V. E. Skoog w/attach.
Gary Potter w/attach.
Ron Kleinschmit
Cliff Christianson

RECEIVED
TECHNICAL SERVICES
DEC 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd
Right of Way Manager

DATE: November 25, 1983

FROM: Ron Kleinshcmit
Project Coordinator

SUBJECT: Justice Center
Phase III
HFO.6-OR/October 18, 1983
P.A. #383: Telephone Work
File 46993
FAP No. I-205-7(76)312
(JAIL)

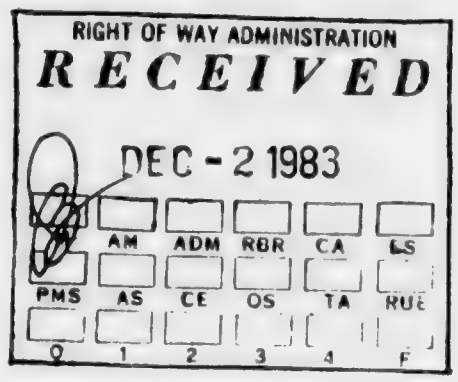
In response to the FHWA memorandum of October 18, 1983, concerning non-participation for "additional" telephone cable/conduit. I believe there is additional information to be considered.

The agreement attached to HFO.6-OR, July 14, 1983, showed the basis for the numbers and types of telephone installed as identified. There appears to be agreement by FHWA that cabling costs are a functional replacement. The small increase in numbers of phones required is justified by the change in operation between the two facilities. The only problem encountered was the lack of twin conduits in the column installation in module A and D on floor 5 through 8. To handle the error/omission in plans and keep costs to a bare minimum the same conduit was used to integrate the two phone systems in the Justice Center. The telephone company agreed to use this modified system although it is not normal nor was it used at RBJ.

I believe all facts were considered at the time the contract revision was generated, however, due to the complexity of issues under consideration in October, some of the justification slipped through the cracks and the costs associated with Price Agreement #383 should be participating.

RK/dkf

cc: C. Christianson



81-125-1387

9294

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(76)312

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-1-83

4. PROGRAM NO.

5. ITEM NO. 00063

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/2/83

8. FEDERAL ROUTE NUMBER
---

9. STATE ROUTE NUMBER
---

10. GENERAL LOCATION:
Portland/Multnomah Justice Center Phase III

11. GENERAL DESCRIPTION OF WORK
Miscellaneous finish construction items, including installation of hardware, electric and electronics, as well as woodwork and painting.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/2/83 as requested in Mr. Keasey's letter of 11/9/83 as being cost effective for the use of County forces to proceed with labor and materials for required work. State Force Order No. 10 representing work to be preformed by Multnomah County forces is approved for period 9/2/83 to 12/31/83 at a TEC of $10,000 and not to exceed $15,000 without prior approval by FHWA. Each item of work under this authorization is determined to be cost effective and shall be submitted for review to determine Federal-aid participation.

RECEIVED
STATE HWY ENGR
DEC 6 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Act | File

Orig. to 12/6

14. DATE
12/1/83

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Keasey

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 1, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, OR 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-789: Smoke Evacuation

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

W. Heidenreich
for

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
DEC 2 '83
REFER TO
FOR
Info

Form 734-3122

9294

5

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

NOTED
H.S.COULTER

November 29, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-12 Terrazzo in lobby 1o02
C3-761 Oven Racks

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
NOV 30 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294 C

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1983

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Avenue
Room 120
Portland, OR 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Enclosed for your information are copies of contract revision authorizations I have written:

C3-737: County OCR #77
C3-788: County OCR #79
C3-791: EXIT Light Changes
Architect's Supplement No. 48

Very truly yours,

W. Heidcamp
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
enclosures

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICE
NOV 29 '83
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

Form 734-3122

9294

CL 83 250

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 23, 1983

IN REPLY REFER TO
FILE NO.:

Paull & Barnett
Attorneys at Law
5441 S.W. Macadam Avenue
Portland, OR 97201

CON 5
#9294

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated November 14, 1983, on behalf of the Oregon-Washington Carpenters-Employers Trust Funds concerning the following Highway Division contract:

FILED BY:	Oregon-Washington Carpenters-Employers Trust Funds
AMOUNT:	$662.99 with accruing interest, plus $250 for attorney's fees
FOR:	Labor
AGAINST (Prime contractor):	Hoffman Construction Company
SUBCONTRACTOR:	Little Big Creek Contracting
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

NOTED ON CARD
Nov 29 1983
kjw

We note that you have filed this claim directly with the surety, contractor and the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please advise us of your filing number and date of the attached claim on the enclosed copy of this letter.

731-0188

NOTICE OF CLAIM

TO: Little Big Creek Contracting
8937 S.E. Jannsen
Clackamas, Oregon 97015

Seaboard Surety Company
90 Williams Street
New York, N.Y. 10038

Hoffman Construction Co.
ATT: Wayne Thomas
1300 S.W. 6th
Portland, Oregon 97207

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Multnomah County Auditor
1021 S.W. 4th Avenue
Portland, Oregon 97204

Secretary of State
State Capitol
Salem, Oregon 97310

Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $662.99, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $250.00 for a reasonable attorney's fee, against the performance bond existing between Seaboard Surety Company, as surety, and Hoffman Construction Co., as principal, for employee benefit contributions, liquidated damages, contractual interest and contractual attorney's fees for carpentry-type labor performed on

the project identified below.

Claimants reserve the right to amend the amount of this claim based upon a job audit of Little Big Creek Contracting, Inc.'s books and records. Amounts claimed are only for known amounts due for the period July, 1983.

Project: Justice Center Project
216 S.W. Main
Portland, Oregon

Bond No.: 88481

Contract No. 9294

DATED this 14th day of November, 1983.

PAULL & BARNETT

By: _____
Thomas J. Barnett
of Attorneys for the
Oregon-Washington Carpenters
Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 14th day of November, 1983.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-29-86

PAULL & BARNETT
5441 S.W. Macadam Avenue
208 Bailey Building
Portland, Oregon 97201-3874
(503) 221-0077

CERTIFIED
P 249 458 846
MAIL

RECEIVED
NOV 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

5

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

November 21, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-784 Elevator Floor Tile

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
NOV 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

S

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 21, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-644 Relocate Hoffman Offices
C3-785 Vibrations
C3-786 Door stops

Very truly yours,

W. Hecklecar
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
NOV 22 '83
REFER TO
FOR
Info | Invest | R/D | b/R | Sign | Apt | File

Form 734-3122

9294

CL 83-2410

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VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 23 1983
NORMA PAULUS
SECRETARY OF STATE

November 21, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9294

Mr. John E. Johansen, Jr.
Attorney At Law
900 SW Fifth Avenue
Portland, OR 97204

Dear Mr. Johansen:

This will acknowledge the Notice of Claim dated October 20, 1983, on behalf of I. C. & R. Installation, Inc., concerning the following Highway Division contract:

FILED BY:	I. C. & R. Installation, Inc.
AMOUNT:	$41,558.72
FOR:	Labor
AGAINST (Prime contractor)	Hoffman Construction Company
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Nov. 25, 1983
Kjm

cc: Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

JOHN E. JOHANSEN, JR.
ATTORNEY AT LAW
1400 Georgia-Pacific Building • 900 S.W. Fifth Avenue
Portland, Oregon 97204 • (503) 226-3364

October 19, 1983

CERTIFIED MAIL
Return Receipt Requested

State of Oregon
Department of Transportation
121 Transportation Building
Salem, OR 97310

ATTENTION: Robert Gormsen

RE: Phase 3 - Justice Center
Multnomah County
Portland, Oregon

Gentlemen:

Please find enclosed a Notice of Claim for filing pursuant to ORS 279.528.

Very truly yours,

John E. Johansen, Jr.

JEJ:sdh

cc: I C & R Installation, Inc.

Enclosure

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: STATE OF OREGON
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

ATTENTION: Robert Gormsen

NOTICE IS HEREBY GIVEN that the undersigned, I. C. & R INSTALLATION, INC., has a claim for labor resulting from installation of various carpentry and architectural woodwork items in accordance with the guidelines of Phase 3 Justice Center, Multnomah County, Portland, Oregon, performed by I. C. & R. INSTALLATION, INC. in the sum of $41,558.72 against the bond taken from Hoffman Construction Company, Principal, and Seaboard Surety Co., Surety, for the work of Phase 3 Justice Center.

DATED: October 20, 1983.

I. C. & R. INSTALLATION, INC.

Kathleen M Lea, Vice Pres.
Kathleen M. Lea, Vice President

CERTIFIED
P 721 456 057
MAIL

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9211

5

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 21, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

H. S. COULTER

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-784 Elevator Floor Tile

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
NOV 22 '83
REFER TO
FOR
Info | Inv. | R/D | D.R. | Sig. | Ret. | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9274

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: November 15, 1983

FROM: R. W. Ellison, PE, PLS
Project Manager

R.W. Ellison

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement No. 47
Phase III Construction
File 46993
FAP No. I-205-7(76)312 (JAIL)

MISC. CONTRACTS and AGREEMENTS No. 27

Attached for your file is the fully executed original of Supplemental Agreement No. 47 on the Justice Center.

WH:jr
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

12-13

81-125-1307

9294

HOFFMAN CONSTRUCTION COMPANY

November 14, 1983

Mr. Steven M. Rose
Attorney at Law
610 S.W. Broadway, Suite 508
Portland, Oregon 97205

Re: Claims against Bond
Claimants: Brian Mills, Joey S. McGowan
Oregon State Highway Division Contract No. 9294
Phase III Justice Center Project
Portland, Oregon

Dear Mr. Rose:

We have your letters of October 12 and 26, 1983, giving Notice of Claim against our bond. Under the letter of October 12th, you filed a claim on the behalf of Joey S. McGowan and on October 26th, for Mr. Brian Mills. Under both notices, you allege that N. Young's Steel Fabrication Co., Inc. was a subcontractor to Hoffman on the subject project. Please note that N. Young's Steel Fabrication Co., Inc. was not a subcontractor but was only a minor material supplier for the project.

Additionally, Mr. Young of N. Young's Steel Fabrication Co., Inc. has confirmed that neither claimant was employed in connection with the material furnished for the subject project. That is, during the period for which unpaid wages are claimed, neither claimant worked on the material which was subsequently furnished to the Justice Center project.

In view of this information, neither claimaint would be entitled to a claim against our bond. However, if you have additional information that would support a claim against our bond, we would appreciate receiving it for our consideration. Please feel free to contact me should you desire to discuss this matter.

Very truly yours,

R W Perry

R.W. Perry
General Counsel

RWP/nj
cc: Commission Services
N. Young's Steel Fabrication Co., Inc.

RECEIVED
NOV 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1300 S.W. SIXTH AVENUE P.O. BOX 1300 PORTLAND, OREGON 97207 503-221-8811

9290

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

November 10, 1983

TO: Oregon Transportation Commission

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

AGENDA
1983
6A

SUBJECT: Justice Center
Certificate of Substantial Completion
File 46993
FAP No. I-205-7(76)312
(JAIL)

The Justice Center project in Portland is all but completed. A Certificate of Substantial Completion has been issued for the detention and court floors. Inmates will be moving in beginning November 12. A similar certificate will be issued for the police floors on November 11. The minor amount of work remaining will be punch list items which will be completed rapidly. The Contractor has reduced his crew accordingly and is transferring supervisory personnel to other projects. By Thanksgiving the Contractor's job office will be reduced in size with two people remaining.

The Contractor is completing the project and removing offices and personnel as rapidly as possible.

As the owners occupy the building and become acquainted with its operation, it becomes apparent that some of the features, such as detention electronics, operate as designed but not as required for proper functional use of the facility. Because of this, some changes outside the contract requirements are necessary.

The Contractor is intent on leaving the job site as soon as possible and does not have the personnel required to supervise subcontractors and process paperwork required to do this change order work. The Contractor wants to complete the contract and leave the job, not take on additional change work.

Form 734-3122

The entire building is warrantied by the Contractor for a period of one year. In order to preserve the warranty, any changes to the work should be performed by the subcontractor performing the original work.

Because of the move in of the County and City, any required last minute change work must be done as quickly as possible. In order to accomplish the change work quickly and preserve existing warranties, we need to negotiate small contracts with the original subcontractors as appropriate. The usual bidding process or exemption from the bidding process is too time consuming.

Because of the above stated reasons, it is requested that the Commission declare an emergency allowing negotiated contracts with the appropriate subcontractors on the Justice Center project in order to complete the last few required changes in a timely manner. The aggregate total of these changes is not expected to exceed $50,000.

JBB:jr

bc: Bob Gormsen
Fred Miller
H. S. Coulter
E. S. Hunter

9294

S

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 10, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 SW 5th Ave.
Portland, OR 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-751 Courtroom door relights
C3-752 Door to 3041
C3-753 Buzzer alarms

Very truly yours,

W. Hedrick
for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
NOV 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

November 10, 1983

NOTED
H.S.COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-744 (Revised) Exhaust Fan

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
NOV 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 9, 1983

NOTED
H.S.COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-781 Revise water supply
C3-778 Remove interlock between doors
C3-779 Revise handicap grab bars
C3-772 U. L. lable for monitors

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

S

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 9, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, OR 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-771 Relocate T.V. cameras in learning center

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
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FOR
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Form 734-3122

9294

CL 83-224

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VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1983

Rose and Senders
Attorneys at Law
610 SW Broadway, Suite 508
Portland, OR 97205

FILED
NOV 2 1983
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9294

Attention: Steven M. Rose

Gentlemen or Ladies:

This will acknowledge your letter of October 26, 1983, on behalf of Brian Mills filing a claim against the following Highway Division contract:

FILED BY:	Brian Mills
AMOUNT:	$500 with interest, civil penalty and attorney fees
FOR:	Unpaid wages
AGAINST (Prime contractor)	Hoffman Construction Company
SUBCONTRACTOR:	N. Young's Steel Fabrication Co., Inc.
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

NOTED ON CARD
Nov. 7, 1983
KJM

We note that you have notified the contractor, the surety, and the Secretary of State of this claim.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

bc: Secretary of State - Please advise us of the filing date and number of the attached claim on the enclosed copy of this letter. Filed directly by attorney.

731-0188

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

October 26, 1983

Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Contract No. 9294, Bond No. 88 48 01, Claim Against Bond of Hoffman Construction Company

TO: THE OREGON DEPARTMENT OF TRANSPORTATION:

Notice is hereby given pursuant to ORS 279.528 that Brian Mills has a claim for unpaid wages against N. Young's Steel Fabrication Co., Inc. for labor performed in conjunction with Contract No. 9294. In particular, Mr. Mills was employed by N. Young Steel Fabrication Co., Inc. as a welder, fitter and in shop maintenance. His employment commenced in January, 1983 and terminated in April, 1983. N. Young's Steel Fabrication Co., Inc. now owes Mr. Mills unpaid wages in the approximate amount of $500 with interest thereon at the rate of Nine Percent (9%) per annum from the date the wages were due, a civil penalty equal to approximately $2,100 and reasonable attorney fees.

The principal contractor for Contract No. 9294 is Hoffman Construction Company and N. Young's Steel Fabrication Co., Inc. is a subcontractor and/or provider of labor and materials to Hoffman Construction Company. Hoffman Construction Company furnished a payment and performance bond issued by Seaboard Surety. The bond number is 88 41 01. Mr. Mills hereby gives written notice of his claim against the bond and his intent to initiate legal action against it.

A copy of this notice is being mailed by certified mail, return receipt requested, to the following persons or companies:

N. Young's Steel Fabrication Co., Inc.
2330 N.E. Columbia Boulevard
Portland, Oregon 97211

Hoffman Construction Co.
1300 S.W. Sixth
Portland, Oregon 97201

RECEIVED
DOT DIRECTOR
OCT 28 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Seaboard Surety
320 108th Avenue, Suite 401
Bellevue, Washington 98004

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

Mr. John McCarthy
Turner LL Construction
31371 So. Grimm Road
Molalla, Oregon 97038

Yours very truly,

Steven M. Rose

SMR:sr
cc: Brian Mills

CERTIFIED
P 493 050 305
MAIL

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-769 Table base terrazzo
C3-774 Address numerals

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
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FOR
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Form 734-3122

9294 CL 83-218

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VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 1 1983
NORMA PAULUS
SECRETARY OF STATE

October 28, 1983

IN REPLY REFER TO
FILE NO.
CON 5
#9294

Paull & Barnett
Attorneys at Law
5441 SW Macadam Avenue
Portland, OR 97201-3874

Attention: Thomas J. Barnett

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated October 25, 1983, on behalf of Oregon-Washington Carpenters Employers Trust Funds concerning the following Highway Division contract:

FILED BY:	Oregon-Washington Carpenters Employers Trust Funds
AMOUNT:	$7,659.66 with interest, plus attorney fees
FOR:	Labor
AGAINST (Prime contractor)	Hoffman Construction Company
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

NOTED ON C.L.D.
11-2-83 kjm

We will advise the surety in Bellevue, Washington, and the contractor of the receipt of this claim. We note that you have filed a copy with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

√bc: Secretary of State - Please advise of your filing date and number of the attached claim on the enclosed copy of this letter. Filed directly with you by attorney.

731-0188

NOTICE OF CLAIM

TO: I. C. & R. Installation, Inc.
Kathleen M. Lea, registered agent
9700 Birch Grove Road
Rickreall, Oregon 97371-0063

Seaboard Surety Company
90 Williams Street
New York, N.Y. 10038

Hoffman Construction Co.
ATT: Wayne Thomas
1300 S.W. 6th
Portland, Oregon 97207

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Ann Peeney
Multnomah County Auditor
1021 S.W. 4th Avenue
Portland, Oregon 97204

Secretary of State
State Capitol
Salem, Oregon 97310

Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $7,659.66, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for a reasonable attorney's fee, against the performance bond existing between Seaboard Surety Company, as surety, and Hoffman Construction Co., as principal, for employee benefit contributions, liquidated damages, contractual interest and contractual attorney's fees for carpentry-type labor performed on

the project identified below.

Claimants reserve the right to amend the amount of this claim based upon a job audit of I. C. & R. Installation, Inc.'s books and records. Amounts claimed are only for known amounts due for the period May through September, 1983, as provided by I. C. & R. Installation, Inc.

Project: Justice Center Project
216 S.W. Main
Portland, Oregon

Bond No.: 88481

Contract No. 9294

DATED this 25th day of October, 1983

PAULL & BARNETT

By: _____
Thomas J. Barnett
of Attorneys for the
Oregon-Washington Carpenters
Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 25th day of October, 1983.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-29-86

PAULL & BARNETT
5441 S.W. Macadam Avenue
208 Bailey Building
Portland, Oregon 97201-3874
(503) 221-0077

RECEIVED
OCT 27 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9224

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(76)312		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon 10-20-83	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 00063	

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9-7-83	---	---

10. GENERAL LOCATION:

PORTLAND/MULTNOMAH JUSTICE CENTER, PAHSE III

11. GENERAL DESCRIPTION OF WORK

Furnish security keys for locks

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 7, 1983, as requested in Mr. Keasey's October 17, 1983 letter as being cost-effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved for a TEC of $875.75; Federal funds $807.62.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy 10/26

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-20-83	G. K. Keasey	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9294

S

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 20, 1983

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached are copies of three contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-654: Plates - contractor claim
C3-762: Drain grates
C3-763: Planter water

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Hendricks
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO
FOR

Form 734-3122

9294

S

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 20, 1983

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Avenue, Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-754: Courtroom screens
C3-761: (revised) Paper plates
C3-764: LL1 interlock
C3-765: Courtroom lighting
C3-766: Mock-up cells
Purchase Order: Dedication plaques

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
OCT 21 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294 CL 83-209

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 18 '83
NORMA PAULUS
SECRETARY OF STATE

October 18, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9294

Rose and Senders
Attorneys at Law
610 S.W. Broadway, Suite 508
Portland, OR 97205

Attention: Steven M. Rose

MAILED ON CALL
Oct 20, 1983 KJW

Gentlemen:

This will acknowledge your letter of October 12, 1983, on behalf of Joey S. McGowan filing a claim against the following Highway Division contract:

FILED BY:	Joey S. McGowan
AMOUNT:	$6,561.66 plus interest, penalty and attorney fees
FOR:	Wages
AGAINST (Prime contractor):	Hoffman Construction Company
SUBCONTRACTOR:	N. Young's Steel Fabrication Co., Inc.
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3 Multnomah County
SURETY:	Seaboard Surety Company

We note that you have filed this claim with the Secretary of State, surety and the contractor.

Please advise this office (121 Transportation Building, Salem, OR 97310) rather than the Director's office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

Hoffman Construction Co.
900 S.W. Fifth Avenue
Portland, OR 97204

bc: Secretary of State - Please advise of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney

731-0188

ROSE AND SENDERS
ATTORNEYS AT LAW
SUITE 508
610 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

STEVEN M. ROSE
RICHARD D. SENDERS

TELEPHONE
(503) 227-2486

October 12, 1983

Director
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

CERTIFIED MAIL - Return Receipt Requested

Re: Contract No. 9294; Bond No. 88 48 01
Claim Against Bond of Hoffman Construction Company

TO: THE OREGON DEPARTMENT OF TRANSPORTATION:

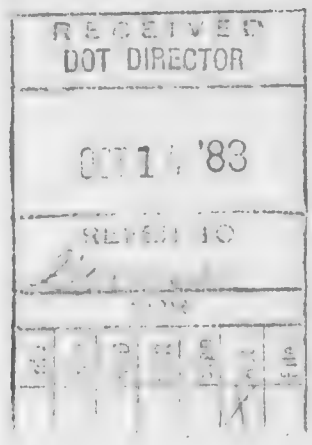
Notice is hereby given, pursuant to ORS 279.528 that Joey S. McGowan has a claim against N. Young's Steel Fabrication Co., Inc. for labor performed in conjunction with Contract No. 9294. In particular, Mr. McGowan was employed by N. Young's Steel Fabrication Co., Inc. as foreman. His employment was terminated in April 1983. N. Young's Steel Fabrication Co., Inc. now owes Mr. McGowan unpaid wages in the amount of $6,561.66, with interest thereon at the rate of 9 percent per annum from the date the wages were due, a civil penalty equal to approximately $2,640.00 and reasonable attorney fees.

The principal contractor for Contract 9294 is Hoffman Construction Company and N. Young's Steel Fabrication Co., Inc. is a subcontractor and/or provider of labor and materials to Hoffman Construction Company. Hoffman Construction Company furnished a payment and performance bond issued by Seaboard Surety. The bond number is 88 41 01. Mr. McGowan hereby gives written notice of his claim against the bond and his intent to initiate legal action against Hoffman Construction Company and N. Young's Steel Fabrication Co., Inc. and the Seaboard Surety.

A copy of this notice is being mailed by certified mail, return receipt requested, to the following persons or companies:

N. Young's Steel Fabrication Co., Inc.
2330 N.E. Columbia Boulevard
Portland, OR 97211

Hoffman Construction Co.
1300 S.W. 6th
Portland, OR 97201



Seaboard Surety
320 108th Avenue
Suite 401
Bellevue, WA 98004

Norma Paulus
Secretary of State
State Office Building
Salem, OR 97310

Mr. John McCarthy
Turner LL Construction
31371 S. Grimm Road
Molalla, OR 97038

Yours very truly

Steven M. Rose

RECEIVED
OCT 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

S

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: October 14, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement
No. 46
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No.

Attached for your file is the fully executed original of Supplemental Agreement No. 46 on the Justice Center.

WH:jh
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81-125-1387

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-761: Paper plates
C3-760: Fire sprinkler pipes
C3-759: Computer emergency power
C3-758: Cleaning platform

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
Agr

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
OCT 17 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

7.14 CL 83-007

5

VICTOR ATIYEH
GOVERNOR

FILED
OCT 13 1983
NORMA PAULUS
SECRETARY OF STATE

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9294

Grenley, Rotenberg, Laskowski & Evans
Attorneys at Law
200 S.W. Market Street, Suite 1920
Portland, OR 97201

Attention: Lawrence I. Evans

NOTED ON CARD
Oct 20, 1983.
kjm

Gentlemen:

This will acknowledge your letter of October 6, 1983, addressed to the Secretary of State and the State of Oregon with attached Notice of Claim and invoice on behalf of Interstate Door Sales concerning the following Highway Division contract:

FILED BY:	David E. Caldwell dba Interstate Door Sales
AMOUNT:	$34,726.97
FOR:	Materials
AGAINST (Prime contractor):	Hoffman Construction Company
FURNISHED TO:	DWH Corporation, Inc.
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 103th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please advise us of your filing date and number of the attached clain on the enclosed copy of this letter. Claim filed directly by attorney.

LAW OFFICES OF
GRENLEY, ROTENBERG, LASKOWSKI & EVANS
SUITE 1920
200 S. W. MARKET STREET
PORTLAND, OREGON 97201

LAWRENCE I. EVANS
GARY I. GRENLEY
ROBERT C. LASKOWSKI
STAN N. ROTENBERG
NORMAN A. RICKLES

AREA CODE 503
TELEPHONE 241-0570

OF COUNSEL
PAUL R. ROMAIN

October 6, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Norma Paulus
Secretary of State
136 State Capitol Building
Salem, Oregon 97310

State of Oregon
Department of Transportation
Commission Services Officer
Fran Neavoll
Building Room 121
Salem, Oregon 97310

Re: Our Client - David E. Caldwell dba Interstate Door Sales
Notice of Claim against bond on Justice Center

Dear Madams:

Enclosed please find for filing, pursuant to ORS 279.526 and ORS 279.528, a Notice of Claim against the bond with regard to the above-referenced project.

I would appreciate your notifying me in writing as soon as the public body has accepted the work by affirmative action.

Thank you for your cooperation.

Very truly yours,

Lawrence I. Evans

LIE/tab

Enclosure
cc: Secretary of State - Regular Mail
Fran Neavoll - Regular Mail

CERTIFIE
P06 447393
MAIL

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM - PURSUANT TO ORS 279.526 and ORS 279.528

Notice hereby is given that the undersigned, David E. Caldwell dba Interstate Door Sales, has a claim for the materials furnished to DWH Corporation, Inc., an Oregon corporation, which were incorporated into the new Justice Center. Copies of the invoices describing the materials furnished are attached hereto and incorporated herein by this reference. The claim is in the sum of $34,726.97 against the bond taken from Hoffman Construction Company, an Oregon corporation, as principal, and Seaboard Surety Company, a New York corporation authorized to do business in the State of Oregon, as surety, for the work of the construction of an improvement known as the Justice Center, located at 11ØØ S.W. Third Avenue, Portland, Multnomah County, Oregon. This Notice is being given pursuant to ORS 279.526 and ORS 279.528.

David E. Caldwell

David E. Caldwell
dba Interstate Door Sales
P.O. Box 7559
Incline Village, Nevada 8945Ø

85Ø S. Van Ness Avenue
San Francisco, California 9411Ø

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INTERSTATE [illegible]OR SALES
P. O. Box 7[illegible] • Silv[illegible] Dr. 4[illegible]
Incline Village, NV 89450
(702) 831-4[illegible]
[illegible] S. Van Ness Ave.
San Francisco, CA 94110
(415) 821-[illegible]

INVOICE

№ 2582

SHIPPED TO

DWH PRODUCTS
8937 SE JANNSEN
CLACKAMAS, OR 97015

SAME

INVOICE DATE	DATE SHIPPED	OUR ORDER NO.	YOUR ORDER NO.	TERMS	F.O.B.	SALESMAN	SHIPPED VIA
5-27 83	5-27-83		1048	NET 10TH PROX			FREIGHT TRK

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	PRICE	AMOUNT
		HALF ROUND SELECT WHITE MAPLE - TYPE I GLUE H/E		
		1 3/4" WOOD CORE UON		
380	380	2-6 x 70	79.57	30236.60
4	4	2-8 ✓	83.19	332.76
15	15	3-0 ✓	90.00	1350.00
5	5	3-10 ✓	106.85	534.25
8	8	2-6 ✓ x 2"	91.57	732.56
2	2	3-0 ✓ x 2"	102.00	204.00
8	8	1-0 ✓ PC	63.99	511.92
9	9	2-6 ✓ PC	66.59	599.31
3	3	3-0 ✓ PC	75.19	225.57
				34,726.9

Send this invoice

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM NO. 144788, RAPIDFORMS, INC., BELLMAWR, N.J. 08031

9294

ROW 12

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 12, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-757 Painting - premium pay

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
OCT 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 7, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 SW 5th Ave., Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of two contract revision authorizations I have written:

C3-749 Ash receptacles
C3-750 Lavatory doors

Cordially yours,

R. W. Ellison

for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
OCT 10 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

Form 734-3122

9294 CL83197

cc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9294

FILED
SEP 30 1983
NORMA
SECRETA

Carney, Buckley & Kasameyer
Attorneys at Law
1618 SW First Avenue
Portland, OR 97201

Attention: Stephen H. Buckley

Gentlemen or Ladies:

This will acknowledge the Notice to Claim dated September 29, 1983, concerning the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Trust Funds (Local 701), etc.
AMOUNT:	$5,500 together with liquidated damages in the sum of $500, plus interest and attorney fees
FOR:	Fringe benefit contributions due employees of Gray's Crane and Rigging, Inc.
AGAINST:	Hoffman Construction Company
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County.
SURETY:	Seaboard Surety Company

Oct. 25, 1983 tym

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) rather than J. B. Boyd when this claim has been paid.

RECEIVED
OCT 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Seaboard Surety Company
320 108th Avenue, NE
Suite 401
Bellevue, WA 98004

Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

731-0188

CERTIFIED MAIL RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: G. B. Boyd
Department of Transportation
Salem, Oregon 97310

Notice is hereby given that the Trustees for the AGC-INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701 HEALTH AND WELFARE TRUST FUND, AGC-INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701 PENSION TRUST FUND, AGC-INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701 VACATION TRUST FUND, AGC-INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701 TRAINING TRUST FUND and THE CONSTRUCTION INDUSTRY ADVANCEMENT FUND (hereinafter AGC-OPERATING ENGINEERS TRUST FUNDS) have a claim for fringe benefit contributions due to the employees of GRAY'S CRANE AND RIGGING, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701 in the sum of FIVE THOUSAND FIVE HUNDRED DOLLARS ($5500.00), together with liquidated damages in the sum of FIVE HUNDRED DOLLARS ($500.00), interest on the delinquent employee fringe benefit contributions at the rate of TWELVE PERCENT (12%) per annum from the date each contribution was due until paid and attorney fees against Bond No. 884801, on which HOFFMAN CONSTRUCTION COMPANY is the Principal, SEABOARD SURETY COMPANY is the Surety, and THE STATE OF OREGON, COUNTY OF MULTNOMAH and CITY OF PORTLAND are the Owners of the project known as THE DOWNTOWN JUSTICE CENTER located at 1150 S.W. Third Ave., Portland, Oregon.

This Notice of Claim is intended to identify all monies known to be due and owing to the AGC-OPERATING ENGINEERS TRUST FUNDS based on the best information currently available to them. The AGC-OPERATING ENGINEERS TRUST FUNDS reserve the right to amend the monies claimed in this Notice of Claim when and if additional monies due and owing are discovered.

DATED: September 29, 1983.

CARNEY, BUCKLEY & KASAMEYER

Stephen H. Buckley
Of Attorneys for the AGC-OPERATING ENGINEERS TRUST FUNDS

RECEIVED
OCT - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9271

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
248-5088

In Reply Refer to
File No.

October 6, 1983

NOTED
H.S.COULTER

Jack Cornwall
Project Architect
Zimmer Gunseul Frasca
Partnership
320 S.W. Oak Street, 5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached ia a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-750: Restroom revision 3062

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, P.E., P.L.S.
Project Manager

RWE/dkf
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
OCT 14 '83
REFER TO
FOR
Info | Inves | R/D | O R | Sign | Act | Ret

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 5, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-576 (Revised) Retail Space - S.W. 3rd

Very truly yours,

for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
OCT 6 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Spec | Agr | File

Form 734-3122

9294

STATE OF OREGON

W 12

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: October 4, 1983

W. Kleinschmit

FROM: For R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
State/Architect Agreements
Supplemental Agreement
No. 44
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5437

Attached for your file is a fully executed original of Supplemental Agreement No. 44 on the Justice Center.

WH:jh
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81-125-1387

92-1-1

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.

October 4, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave., Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-694 (Revised): Second coat sealer

C3-741: Fire alarm speakers

Very truly yours,

W. Hendricks
Asr

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
OCT 04 '83
REFER TO
FOR

Form 734-3122

9-14

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 29, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave., Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of revised contract revision authorizations I have written:

C3-685: Circuit Breakers
C3-689: Floor Level Numbering
C3-690: Microprocessor awning
C3-705: Cyclone Fence

Very truly yours,

W. Ellison
by

R. W. Ellison, PE, PLS
Project Manager

WH:jh
enc.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 30 '83
REFER TO
FOR

9274

S

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 29, 1983

Jack Cornwall
Project Achitect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions are the following:

C3-712: Superintendent's Recommendations
C3-742: Wooden Benches
C3-744: Exhaust Fan

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Huckemeier
for

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
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Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

September 29, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-748: Air Ducts

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

W. Heulerick
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

INVITED
W. E. SCHWARTZ

RECEIVED
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Form 734-3122

9-271

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 28, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave., Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-688: (Revised) Court "J" Boxes

Very truly yours,

W. Bradenbaugh
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 29 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

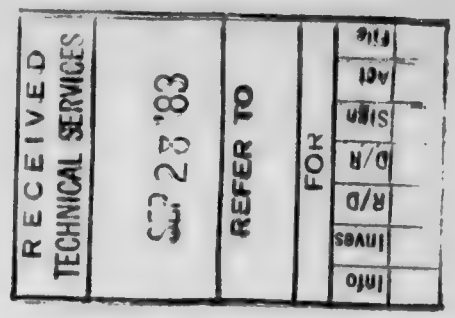
TO: C. T. Keasey
Construction Engineer

DATE: September 28, 1983

FROM: R. W. Ellison, PE, PLS
Project Manager

R.W. Ellison

SUBJECT: Justice Center
Phase III
Contract 9294
Contract Payments
Retainage
File 46993
FAP No. I-205-7(76)312
(JAIL)



The attached letter from Hoffman Construction Company dated September 23, 1983, requests that retainage on contract payments now be reduced to a total of $225,000.

The transmittal from our Construction Manager dated September 20, 1983, recommends reducing the retainage to a total of $425,000.

I am recommending that the retainage be reduced to a total of $500,000.

Justification for this is as follows:

1. Prior to issuing a substantial completion notice for the detention area, retainage was being held on the basis of approximately 2.5% of the contract value.

2. As of September 5, 1983, substantial completion notice was given for the detention and courts floors.

3. The contract value of floors which have not been given substantial completion is approximately $10 million.

4. Applying the 2.5% retainage rate to the nonsubstantial completion floors results in $250,000 retainage on those floors.

5. In the substantially complete areas the value of uncompleted work (excluding detention electronics) is approximately $25,000.

6. The specifications, Section 9.3.1.2, state that twice the value of uncompleted work in substantially complete areas should be held as retainage. Thus retainage for this work would be $50,000.

7. The detention electronics works is not progressing as fast as anticipated and some amount should be retained to cover this item. This work is in a state of flex and is constantly being worked toward completion. Due to this constant change it is difficult to estimate the value of uncompleted work, a portion of which is de-bugging. Because of this I concur with the C.M. recommendation to retain $200,000 for detention electronics completion.

8. Total retainage (Recap)

Floors not substantially complete:	$250,000
Substantially complete areas:	50,000
Detention electronics:	200,000
TOTAL	$500,000

In accord with the above, I recommend your approval that retainage be reduced to a total of $500,000.

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Cliff Christianson
Tuck Wilson
Earl Bradfish
John McCarthy

RECEIVED
TECHNICAL SERVICES
SEP 28 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 23, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of 2 contract revision authorizations I have written:

C3-682(Revised) Phase II surfaces
C3-723(Revised) Police Lobby

Very truly yours,

W. Kirkendall

for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 23 '83
REFER TO
FOR
Info | Invest | R/D | B/R | Sign | Apt | File

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 22, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak St. 5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached are copies of contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-732: Fill pipe holes
C3-737: Pneumatic table cover
C3-738: Hands free intercoms (C3-579)
C3-739: Smoke evacuation fans
C3-740: Corridor accent color

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
SEP 23 '83
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FOR
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Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 21, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street,
5th Floor
Portland, Oregon 97204

RE: Justice Center
State/Architect Agreement
Debugging Detention
Electronics
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Your letter of September 9, 1983, to WMFL, with copy to me, concerns extra payment for "Final Closeout and Debugging" of detention electronics for the Justice Center, and concurs that this debugging effort is justified.

As reported to you earlier by Bob Ellison, Supplement No. 32 to the Architect Agreement obligates you to provide this service at no additional cost to the State.

Very truly yours,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jr

cc: E. S. Hunter
Tuck Wilson
Bob Ellison
John McCarthy

RECEIVED
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SEP 22 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

September 21, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-576 (Revised) Retail Space - S.W. 3rd

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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TECHNICAL SERVICES
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FOR
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ROW 12

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 16, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-736 Kitchen heat exchange (see C3-541)

Very truly yours,

W. Ellison

For

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 19 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9214

September 16, 1983

Paull & Barnett
Attorneys at Law
208 Bailey Building
5441 SW Macadam Avenue
Portland, OR 97201

CON 5
#9294

Attention: Thomas W. Kohl

Gentlemen:

Thank you for your letter of September 12, 1983, on behalf of Martinez Masonry informing us that their claim has been paid.

You state this is in reference to the Hoffman Construction Company Contract No. 9294 for the Justice Center, Phase 3, Multnomah County.

It appears that this claim was in the amount of $4,062.96 plus interest and attorney fees.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 108th Avenue NE, Suite 401
Bellevue, WA 98004

bc: Bob Ellison

FKN:kjm

ED
9-16-83 kjm

PAUL & BARNETT
ATTORNEYS AT LAW
208 BAILEY BUILDING
5441 S. W. MACADAM AVENUE
PORTLAND, OREGON 97201-3874

PAUL T. BAILEY (1915-1982)
THOMAS J. BARNETT
THOMAS W. KOHL
DAVID S. PAULL

TELEPHONE
(503) 221-0077

September 12, 1983

Martinez Masonry
15714 S.E. Oatfield Road
Milwaukie, Oregon 97222

Contractors Bonding & Insurance Co.
901 S.E. Oak Street
Portland, Oregon 97214

Hoffman Construction Co.
900 S.W. Fifth Avenue
Portland, Oregon 97204

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Multnomah County Auditor
1021 S.W. Fourth
Portland, Oregon 97204

Oregon Department of Transportation
Mr. Ron Kleinschmit
1120 S.W. Fifth, Building 106
Portland, Oregon 97201

Department of Transportation
Transportation Building
Salem, Oregon 97310

RIGHT OF WAY ADMINISTRATION
RECEIVED
SEP 11 1983
DIR | AM | ADM | REK | CA | LS
INS | AS | CL | CS | TA | PUE

Re: Martinez Masonry
Justice Center Project
Bond no. 2284355
Contractors Bonding & Insurance Co., surety
Martinez Masonry, principal

PLEASE BE ADVISED that all known amounts pertaining to the above-entitled matter have been paid in full.

RECEIVED
SEP 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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STATE HWY ENGR
SEP 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Very truly yours,

PAULL & BARNETT

Thomas W. Kohl

TWK/sq

RECEIVED
DOT DIRECTOR
SEP 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.

September 15, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-734 Utilities

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 19 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

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1214

5

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 15, 1983

Catherine Gleason
Public Art Consultant
Metropolitan Arts Commission
Portland Building
1120 S.W. 5th Ave., 5th Floor
Portland, Oregon 97204

RE: Justice Center
1% for Art
Tim O'Neill Contract
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Catherine:

The Tim O'Neill/Metropolitan Arts Commission Contract has been approved for legal sufficiency by the Assistant Attorney General and is attached.

Please send me a complete copy after all signatures have been obtained.

Regarding the expenditure of the 1% funds in the "Contingency Account", I must issue one caution. The art items purchased for the Justice Center with these funds must be completely installed using these funds. Any mounting, lighting or other items required for the art must be paid for by 1% funds or not acquired. The owners have no more money for such items and are not in a position to appropriate additional funding.

We are rapidly winding down on the Justice Center itself and, I am sure, are also in the final stretch for the Art.

I took your advise and viewed the art window carefully. It is indeed a fine work.

Very truly yours,

R W Ellison

R. W. Ellison, PE, PLS
Project Manager

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TECHNICAL SERVICES
SEP 16 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Cliff Christianson

Form 734-3122

92,94

ROW 12

S

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: September 14, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreements
Supplemental Agreement
Nos. 43 & 45
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5437

Attached for your file are the fully executed originals of Supplemental Agreement Nos. 43 and 45 on the Justice Center.

jh/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81-125-1367

92-1

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 14, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-669: (Revised) Overtime premium pay

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-608 Revise pass-through, floor control, floors 5-8
C3-704 Elevator revisions
C3-724 Revise door stops
C3-727 Elevator and stair well revisions
C3-728 Revise witness stand
C3-729 Add door silencers
C3-730 Add pump
C3-731 Modify fire alarm

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
SEP 16 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appr | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

S 7

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

September 14, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-608 Revise pass-through, floor control, floors 5-8
C3-704 Elevator revisions
C3-724 Revise door stops
C3-727 Elevator and stair well revisions
C3-728 Revise witness stand
C3-729 Add door silencers
C3-730 Add pump
C3-731 Modify fire alarm

RECEIVED
STATE HWY ENGR
SEP 16 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9274

ROW 12

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 9, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave. - Rm. 120
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

Attached for your information is a copy of a contract revision authorization I have written:

C3-723: Police Lobby

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 13 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

Form 734-3122

9291

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 9, 1983

NOTED
H.S. COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-707 Power for doors
C3-715 Remove solenoid
C3-716 System revisions

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

For

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
SEP 9 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

92-14

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 9, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-726: Power for card readers

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

W. Hudelson
for

R. W. Ellison, PE, PLS
Project Manager

NOTED
H.S.COULTER

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TAT HWY ENGR
SEP 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
248-5088

In Reply Refer to
File No.:

September 8, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following.

C3-722: Add Keys

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, P.E., P.L.S.
Project Manager

Ron Kleinschmit

RWE/dkf
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
SEP 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9-71

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

September 8, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave. - Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of two contract revision authorizations I have written:

C3-682: (Revised) Phase II surfaces

C3-691: (Revised) Pump P13

Very truly yours,

W. Hendewich
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICE
SEP 9 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Supv | Act | File

Form 734-3122

9241

5

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 8, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-651 Install tenant supplied improvements

Very truly yours,

Wes Henderson
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 9 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

September 8, 1983

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-721: Maple veneer

Very truly yours,

W. Hecklewick
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 9 '83
REFER TO
FOR
Info | Invest | R/D | D/R

9274

STATE OF OREGON

:OW 12

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: September 7, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplemental Agreement No. 42
Phase III Construction
Retail Space
File 46993
FAP No. I-205-7(76)312
(JAIL)

[redacted]
[redacted]
MISC. CONTRACTS and
AGREEMENTS No.

Attached for your file is the fully executed original of Supplemental Agreement No. 42 on the Justice Center retail space.

jh/
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Ellison w/attach.
Ron Kleinschmit w/attach.
Dale Wilken w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.

81-125.1387

7041

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

248-5088

In Reply Refer to
File No.:

September 2, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street, 5th Fl.
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Contruction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-717: Room 13, 12th floor OSP Crime Lab

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for

R. W. Ellison, P.E., P.L.S.
Project Manager

Ron Kleinschmit

RWE/dkf
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
SEP 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9-1-1

BUILDING MATERIAL DEALER

BMDA

ASSOCIATION

JOB # 13202

MEMBER # 552

NOTICE OF THE RIGHT TO LIEN

3018178

WARNING: Read this notice. Protect yourself from paying any contractor or supplier twice for the same service.

This is to inform you that:

DWH PRODUCTS, INC.
(supplier of materials, labor or services)

Has begun to provide:

BIRCH DOORS
(materials, labor or services provided)

Ordered by:

#9294

HOFFMAN CONSTRUCTION
(person or firm ordering materials, labor or services)

for use on, and to be used in the construction, alteration and repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract buyer, lessee or lender.

All of Block 25, Portland

TAX LOT _____

SECTION _____ TOWNSHIP _____ RANGE _____ of the W.M.

DESCRIBED in _____

COUNTY: Multnomah, STATE of OREGON

LOCATION OF PROPERTY IMPROVED:

1120 SW 3 Ave., in Portland-NEW

NOTICE TO OWNER OR REPUTED OWNER, CONTRACT BUYER, LESSEE OR LENDER OF DELIVERY OF MATERIALS OR SERVICES

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: City of Portland
ATTN: Transition Team, Suite 1540
1120 SW 5
Portland, OR 97204

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: Multnomah County
Accounting Dept.,
1120 SW 5, Room 1430
Portland, OR 97204

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: _____

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: _____

Delivered to you by certified mail

at PORTLAND, OREGON,

on 9-1-83

DA

JUSTICE CENTER TRANSITION OFFICE
RECEIVED
SEP 2 1983
AM ☐ PM ☐
TO ☐ TP ☐

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your above described property may still be subject to a lien, unless the **supplier** providing this notice is in fact paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

No further notice to you of this or any subsequent delivery is necessary.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

(IMPORTANT INFORMATION ON REVERSE SIDE)

By BUILDING MATERIAL DEALERS' ASSOCIATION, Agent
527 E. Burnside St., Portland, Oregon 97214 • (503) 232-2631

Copyright 1981 by BMDA

1981 Justice Center, Phase 3 9294
in Portland.

#6

CRA 5439

2-24-83,
4-28-83
3-24-83
4-20-83
5-6-83
6-8-83
8-4-83

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

August 31, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, OR 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-696 Make D.E. panel (Floor control) compatible with servery door (Floor 5-8)
C3-708 Elevator emergency phones
C3-711 Access to dumb waiter machinery
C3-713 Adjust wood base in court rooms
C3-714 Replace fire sprinkler heads (L1077)

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
SEP 1 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9214

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 31, 1983

MISC. CONTRACTS and
AGREEMENTS No.

Catherine Gleason
Public Art Consultant
Metropolitan Arts Commission
Portland Building
1120 S.W. 5th Ave., 5th Floor
Portland, Oregon 97204

RE: Justice Center
1% for Art
MAC/Carpenter Agreement
Supplement No. 3
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Catherine:

Herewith I return three copies of the MAC/Carpenter Supplemental Agreement No. 3 which has been approved as to form by the Assistant Attorney General.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy w/attach.
Bob Gormsen w/attach.
V. E. Skoog w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 31, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-694: Second coat sealer, concrete floors, LL1

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 1 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

August 31, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-702: Add lights at desks in courtrooms

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
SEP 1 '83
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

7274

5

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 26, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
H.S. COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-710: Controller outlets, 2nd, 3rd, and 5th

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, P.E., P.L.S.
Project Manager

Ron Kleinschmit

RWE/dkf
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 31 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-435: (Revised) Add strainer to 6" domestic waterline
C3-656: (Revised) Generator piping - air supply grilles
C3-690: Microprocessor awning
C3-691: Pump P13
C3-695: Manual lock release
C3-699: Entry door hardware
C3-701: Elevator pit sumps
C3-704: Elevator requirements
C3-705: Cyclone fence

NOTED
H.S.COULTER

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Hudleson
FOR

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 26 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

W 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

August 25, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-539: (Revision) Radio tower
C3-616: Lock changes
C3-639: (Revision) Caulking of precast - 3rd floor
C3-648: Delete alarm pulls
C3-687: Fluid level indicators
C3-688: Court "J" boxes
C3-692: Elevator #1
C3-693: Glass mirrors
C3-703: Visiting room locks
C3-706: Food service equipment

Very truly yours,
W. Heidlich
for
R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
AUG 26 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

RWE:jh
attach.
cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

Form 734-3122

9294

August 19, 1983

Paull & Barnett
Attorneys at Law
208 Bailey Building
5441 SW Macadam Avenue
Portland, OR 97201-3874

CON 5
#9294

Attention: Thomas J. Barnett

Gentlemen:

Thank you for your letter of August 2, 1983, informing us that the claim in the amount of $3,780.90 plus attorney fees has been paid in full which was filed on behalf of Oregon-Washington Carpenters, Employers Trust Funds.

This was in connection to the Hoffman Construction Company Contract No. 9294 for the Justice Center, Phase 3, in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

8-19-83 BK

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Hoffman Construction Co.
900 SW Fifth Avenue
Portland, OR 97204

Seaboard Surety Co.
320 - 108th Ave., NE
Suite 401
Bellevue, WA 98004

PAULL & BARNETT
ATTORNEYS AT LAW
208 BAILEY BUILDING
5441 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201-3874

PAUL T. BAILEY (1915-1982)
THOMAS J. BARNETT
THOMAS W. KOHL
DAVID S. PAULL

TELEPHONE
(503) 221-0077

August 2, 1983

Mr. Bill Lewis
Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, Oregon 97204

R P & I General Contractors
1438 N.W. 23rd
Portland, Oregon 97210

Secretary of State
State Capitol
Salem, Oregon 97310

Ann Feeney
Auditor, Multnomah County
1021 S.W. 4th Avenue
Portland, Oregon 97204

Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA. 98004

Mr. Robert W. Gormsen
Department of Transportation
Salem, Oregon 97310

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Oregon-Washington Carpenters
Employers Trust Funds
Notice of Bond Claim, June 24, 1983
Claimed: $3,780.90, plus attorney fees
Project: Justice Center
Bond No: 88481
Our file: 2177

Dear Sir/Madam:

Please be advised that the above captioned Bond Claim has been paid in full, subject to a job audit for the period of January, 1983 through completion of the project. If you have any questions, please contact this office.

Very truly yours,

PAULL & BARNETT

Thomas J. Barnett

Thomas J. Barnett

TJB/cd

RECEIVED
AUG - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 15, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave. - Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-686: 10th floor sealer

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
AUG 17 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ref | Misc

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

Form 734-3122

9241

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

August 15, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-689: Floor level numbering

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

Form 734-3122

1274

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(76)312
Justice Center
State/Architect Agreement
Supplement No. 41

Date: August 12, 1983

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: H. S. Coulter
State Highway Engineer
State of Oregon

We have reviewed this supplemental agreement as submitted with Mr. Potter's letter of August 4, 1983. The work defined is considered training of operations personnel. Training has previously been defined as a local responsibility and not a reimbursable item under "functional replacement".

One copy of supplement number 41 is hereby returned without FHWA approval.

for Robert B Hathaway
Dale E. Wilken

Attachment

cc:
OSHD (G Potter)
OSHD (J B Boyd)

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc: Potter orig to

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 10, 1983

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a revised contract revision authorization I have written:

C3-529 Voice port - line-up room

Very truly yours,

W. Hendricks
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
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REFER TO
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Form 734-3122

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 5, 1983

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave., Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are six copies of contract revision authorizations I have written:

C3-675: Runway traffic topping

C3-676: Minor repairs

C3-679: Pacific X-ray - floor repair

C3-682: Phase II surfaces

C3-683: Cigar shop

Notice of Supplement (#41) to Architect Agreement

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 8 5 '83
REFER TO
FOR
Info | Imm | R/D | D/R | Sign | Act | File

Very truly yours,

W. Hendricks
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

August 5, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of seven contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-674: Contractor claim
C3-677: 4th floor walls
C3-678: Wall furring - 2028
C3-680: Shelving
C3-681: Condensate drain
C3-684: Revisions for handicapped
C3-685: Circuit breakers

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our Agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Henderson
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO
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Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 4, 1983

In Reply Refer to
File No.:

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: Gary Potter, Manager
Program Section

SUBJECT: Justice Center
File 46993
Phase III
State/Architect Agreement
Supplement No. 41
Detention Instruction
FAP No. I-205-7(76)312
(JAIL)

The design of the Justice Center in Portland was accomplished through an Architectural Design Agreement between Zimmer Gunsul Frasca Partnership (Architect) and the State. That Agreement provides that additional Architect services will be covered by supplemental agreements.

Attached for your review and approval are three copies of an Agreement for additional consultant services relating to the instruction of County personnel in the operation and understanding of the detention system.

The Justice Center is a unique state of the art detention system which complies with the requirements of federal functional replacement and current standards for detention centers. It is radically different from Rocky Butte Jail which is the current facility and which is being replaced by the Justice Center. Instruction of County personnel in the operation and understanding of the new system is essential to its successful operation. This operation of the system could affect prisoner and/or general public safety and result in civil suits by prisoners regarding their rights.

The addition of this consultative work for Phases I through IV in an amount not to exceed $4,600 increases the limitation for architectural services under the original Agreement, previous supplements and this Supplement to an amount not to exceed $3,536,686.

Form 734-3122

We request your concurrence of the verbal approval for this work as received from Mr. Cliff Christianson on August 8, 1983. A copy of the half slip is attached.

Please return the original and one copy of the Supplemental Agreement for our files.

WH:jh
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
Gary Potter
V. E. Skoog
J. B. Boyd
R. W. Gormsen

9294

S

[redacted]

August 4, 1983

MISC. CONTRACTS and
AGREEMENTS No. 5439

[illegible]
[illegible], Wilson, Wolfe
[illegible]
[illegible] et [illegible]
[illegible] 547
[illegible], Oregon 97[illegible]

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplemental Agreement
No. 41
File Code
Proj. No. I 205-7(76)212
(JJIT)

[illegible]

[illegible] for you [illegible] a fully executed copy of Supplement No. [illegible] to the State/Architect Agreement for the Justice Center. [illegible] the Phase III construction.

[illegible] truly yours,

[illegible]
Project Manager

[illegible]

cc: [illegible] S. Hunter
[illegible] L. Fleck[illegible]
[illegible]

8/2 8/83

9294

5

W 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 3, 1983

Earl Bradfish, Director
Office of General
Services
City of Portland
1220 S.W. 5th Ave. - Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-635: Cabinets - 16006 - change order

Very truly yours,

W. Hedlund
for
R. W. Ellison, PE, PLS
Project Manager

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 4 '83
REFER TO
FOR
Info | Invest | R/B | D/R | Sign | Act | File

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

Form 734-3122

9294

5

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 3, 1983

Catherine Gleason
Public Art Consultant
Metropolitan Arts
Commission
Portland Bldg., 5th Floor
1120 S.W. 5th Avenue
Portland, Oregon 97204

RE: Justice Center
1% for Art
Artist Carpenter
Weather Barrier
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Catherine:

Your recent letter indicated that the artist, Ed Carpenter, objects to being charged for the weather barrier which was erected by the construction contractor. This was erected to protect the building until the Carpenter window is installed.

I have asked the Construction Manager to research the matter and his response is attached.

In view of this and the fact that the MAC/Carpenter Agreement states that the artist will pay for the barrier, I see no reason why the charge should not be made.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

NOTED
E. S. HUNTER

RWE:jr
attach.
cc: E. S. Hunter
J. B. Boyd w/attach.
John McCarthy

REC
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Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 29, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-667: Provide access to water main valve
C3-668: Substitute doors
C3-669: Pay overtime premium
C3-670: Relocate garmet conveyor controller

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
John McCarthy w/attach.

RECEIVED
TECHNICAL SERVICES
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FOR
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Form 734-3122

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5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 29, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

NOTED
E. S. HUNTER

C3-664: Heat exchanger tubing
C3-665: Additional wires at sallyport coiling grills
C3-666: Add locks to cabinet doors
C3-671: Increase height of walls
C3-672: Add metal base

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 28, 1983

In Reply Refer to
File No.:

Catherine Gleason
Public Art Consultant
Metropolitan Arts
Commission
Portland Bldg., 5th Floor
1120 S.W. 5th Avenue
Portland, Oregon 97204

RE: Justice Center
1% for Art
O'Neill Contract
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Catherine:

Your proposed contract between MAC and Tim O'Neill for design of lamps for the Justice Center Police Lobby appears satisfactory.

Please check your estimate of $3,500 for the total work of creating, furnishing and installing the lamps. We are approaching the final stages of Justice Center construction and our contractor is reluctant to take on extra work items. He desires to clean up the job and move on. Because of this, your artist will probably have to install the lamps. Be sure your estimate and subsequent contract for this art work includes all necessary costs, labor, etc., for a completed project in place.

Please check with our Construction Manager (Turner) to determine the actual conditions at the proposed lamp mounting location. This information should be conveyed to the artist so he will know the installation requirements.

I share the nervousness of the Arts Commission about the small size of the remaining contingency account. However, it is small because of the amount of art work put under contract by the Commission.

I believe all will work out fine in the end.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Dale Wilken
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUL 29 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

924-

ROW 12

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

files

In Reply Refer to
File No.:

July 27, 1983

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 40
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Dear Tuck:

Attached for your file is a fully executed copy of Supplement No. 40 to the State/Architect Agreement for the Justice Center. This cost is charged against the "retail" account.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd w/attach.
V. E. Skoog w/attach.
Bob Gormsen w/attach. - original ✓
Dale Wilken w/attach.
Ron Kleinschmit w/attach.

Form 734-3122

9294

ROW 12

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No:

July 27, 1983

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 39
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5431

Dear Tuck:

Attached for your file is a fully executed copy of Supplement No. 39 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, County share costs are outside the County/State Guaranteed Maximum Price Agreement.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
Bob Gormsen w/attach. - original ✓
J. B. Boyd w/attach.
Dale Wilken w/attach.
Ron Kleinschmit w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
243-7950

In Reply Refer to
File No.:

July 27, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision include the following:

C3-673: Add outlets

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

for

R. W. Ellison, PE, PLS
Project Manager
Ben K Leonhardt

RWE:dkf
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 1 '83
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FOR
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Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 22, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-648: Delete alarm pulls
C3-649: Painting (claim)
C3-653: Grab bar modifications
C3-656: Generator piping - air supply grilles
C3-659: Relocate thermostats
C3-661: Mounting brackets
C3-662: Door 16002B (claim)
C3-663: Finish precast

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Heidemann
for

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Ign | Act | File

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

EJH

Form 734-3122

9214

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 22, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Room 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of four contract revision authorizations I have written:

C3-651 "Super Cut" retail space
C3-652 Water-OCR #21
C3-657 Wall fabric-courtroom 3025
C3-660 Delete painting

Very truly yours,

W. Ellison
Acr

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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JUL 25 '83
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 22, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-648: Delete alarm pulls
C3-649: Painting (claim)
C3-653: Grab bar modifications
C3-656: Generator piping - air supply grilles
C3-659: Relocate thermostats
C3-661: Mounting brackets
C3-662: Door 16002B (claim)
C3-663: Finish precast

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUL 25 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ab! | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 20, 1983

Catherine Gleason, Public
Art Program Manager
Metropolitan Arts Commission
1120 S.W. 5th Avenue, Rm. 518
Portland, Oregon 97204-1983

RE: Justice Center
Phase III
1% for Art
Death of Artist
Louis Bunce
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTE!
E. S. HUNTER

Dear Catherine:

I was sorry to hear about the demise of Louis Bunce and the loss of his specific painting for the Justice Center.

I presume that MAC is pursuing the executor of his estate under the provisions of the MAC/Bunce contract in order to, at MAC's discretion:

1. Obtain an already completed work by Bunce; or

2. Obtain reimbursement of payments made to Bunce by MAC.

Until the matter is settled, I assume we must cover the blank wall space with something. The extra cost of this covering should come from the 1% contingency account which is set up for this type eventuality.

I hope we do not suffer from other similar unfortunate set backs to the 1% program.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Cliff Christianson
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUL 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | ... | ... | File

Form 734-3122

1-7-1

BMDA

BUILDING MATERIAL DEALERS ASSOCIATION

JOB # 10504

MEMBER # 552

NOTICE OF THE RIGHT TO LIEN

3013798

9294

WARNING: Read this notice. Protect yourself from paying any contractor or supplier twice for the same service.

NOTICE TO OWNER OR REPUTED OWNER, CONTRACT BUYER, LESSEE OR LENDER OF DELIVERY OF MATERIALS OR SERVICES

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: City of Portland
ATTN: Transition Team Suite 1540
1120 SW 5
Portland, OR 97204

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: Multnomah County
Accounting Dept.,
426 SW Stark., 6th Floor
Portland, OR 97204

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO:

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO:

This is to inform you that:

DMH PRODUCTS, INC.,
(supplier of materials, labor or services)

Has begun to provide:

DOORS
(materials, labor or services provided)

Ordered by:

HOFFMAN CONSTRUCTION
(person or firm ordering materials, labor or services)

for use on, and to be used in the construction, alteration and repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract buyer, lessee or lender.

All of Block 25, Portland

TAX LOT

SECTION ____ TOWNSHIP ____ RANGE ____ of the W.M.

DESCRIBED in

COUNTY: Multnomah, STATE of OREGON

LOCATION OF PROPERTY IMPROVED:

1120 SW 3rd Ave., in Portland-NEW

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your above described property may still be subject to a lien, unless the supplier providing this notice is in fact paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

No further notice to you of this or any subsequent delivery is necessary.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

(IMPORTANT INFORMATION ON REVERSE SIDE)

☐ AM ☐ PM ☐ TO ☐ TP

JUL 21 1983

JUSTICE CENTER TRANSITION OFFICE
RECEIVED

Delivered to you by certified mail

at PORTLAND, OREGON

on 7-20-83

RIGHT OF WAY AGENT
RECEIVED
JUL 21 1983
AM ADM PMS AS CE OS TA MU
0 1 2 3 4 5

By BUILDING MATERIAL DEALERS' ASSOCIATION, Agent
527 E. Burnside St., Portland, Oregon 97214 • (503) 232-2631

Copyright 1981 by BMDA

CC: John McCarthy
K/W File.

BMDA

BUILDING MATERIAL DEALERS ASSOCIATION

7-18-83

JOB # 10413

MEMBER # 552

NOTICE OF THE RIGHT TO LIEN

3013699

#9294

WARNING: Read this notice. Protect yourself from paying any contractor or supplier twice for the same service.

NOTICE TO OWNER OR REPUTED OWNER, CONTRACT BUYER, LESSEE OR LENDER OF DELIVERY OF MATERIALS OR SERVICES

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: City of Portland
ATTN: Transition Team
Suite 1540
1120 SW 5
Portland, OR 97204

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: Multnomah County
Accounting Dept.
426 SW Stark, 6th Floor
Portland, OR 97204

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: _____

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: _____

This is to inform you that:

D.W.H. OPRODUCTS, INC.

(supplier of materials, labor or services)

Has begun to provide:

doors

(materials, labor or services provided)

Ordered by:

Hoffman Construction Co.

(person or firm ordering materials, labor or services)

for use on, and to be used in the construction, alteration and repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract buyer, lessee or lender.

All of Block 25, Portland

TAX LOT _____

SECTION _____ TOWNSHIP _____ RANGE _____ of the W.M.

DESCRIBED in _____

COUNTY: Multnomah, STATE of OREGON

LOCATION OF PROPERTY IMPROVED:

1120 SW 3rd Ave., in Portland - new

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your above described property may still be subject to a lien, unless the supplier providing this notice is in fact paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

No further notice to you of this or any subsequent delivery is necessary.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

(IMPORTANT INFORMATION ON REVERSE SIDE)

☐ AM ☐ PM ☐ TD ☐ TP

JUL 20 1983

JUSTICE CENTER TRANSITION OFFICE

RECEIVED

Delivered to you by certified mail

at PORTLAND, OREGON,

on July 18, 1983

LRY

RECEIVED

JUL 21 1983

By BUILDING MATERIAL DEALERS' ASSOCIATION, Agent
527 E. Burnside St., Portland, Oregon 97214 • (503) 232-2631

Copyright 1981 by BMDA

cc: John McCarthy
2/W file

BMDA

BUILDING MATERIAL DEALER ASSOCIATION

NOTICE OF THE RIGHT TO LIEN

JOB # 9850

MEMBER # 552

9294

WARNING: Read this notice. Protect yourself from paying any contractor or supplier twice for the same service.

13356 This is to inform you that:

D.W.H. Products, Inc.

(supplier of materials, labor or services)

Has begun to provide:

doors

(materials, labor or services provided)

Ordered by:

Hoffman Construction

(person or firm ordering materials, labor or services)

for use on, and to be used in the construction, alteration and repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract buyer, lessee or lender.

All of Block 25, Portland

TAX LOT _____

SECTION _____ TOWNSHIP _____ RANGE _____ of the W.M.

DESCRIBED in _____

COUNTY: **Multnomah**, STATE of OREGON

LOCATION OF PROPERTY IMPROVED:

1120 SW 3rd Ave., in Portland - new

[redacted]

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your above described property may still be subject to a lien, unless the supplier providing this notice is in fact paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

No further notice to you of this or any subsequent delivery is necessary.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

(IMPORTANT INFORMATION ON REVERSE SIDE)

NOTICE TO OWNER OR REPUTED OWNER, CONTRACT BUYER, LESSEE OR LENDER OF DELIVERY OF MATERIALS OR SERVICES

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: **The City of Portland**
ATTN: Transition Team
Suite 1540
1120 SW 5
Portland, OR 97204

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: **Multnomah Co.**
Accounting Dept.
426 SW Stark, 6th Fl.
Portland, OR 97204

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: _____

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: _____

Delivered to you by certified mail

at PORTLAND, OREGON,

on **July 14, 1983**

JUSTICE CENTER TRANSITION OFFICE
RECEIVED
JUL 15 1983
AM PM
TO

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 15 1983
AM ADM BRB CA LS
PMS AS CE OS TA HUE

cc Bob Stormsen - Commission Services

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

July 7, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

Revised C3-498 Coiling grille doors
Revised C3-501 Additional cost for signage
Revised C3-541 Kitchen heat exchange
Revised C3-631 Power for compressors

Very truly yours,

W. Hendricksen
for

R. W. Ellison, PE, PLS
Project Manager

WH:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUL 8 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

Form 734-3122

7:74

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

June 30, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisons include the following:

C3-645 Painting of coffers
C3-647 Supply fan

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
JUL 1 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

7294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 30, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Room 120 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-638 Entree plates and trays
C3-642 Lanier cassette recorders
C3-643 Burgundy carpet
C3-645 Ramp warning system

Very truly yours,

W. Ellison

For
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUL 1 '83
REFER TO
FOr
Info | Inves | R/D | [illegible] | File

Form 734-3122

92 74

CL 83-114

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 5 1983
CLAIM FILES

June 29, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9294

Paull & Barnett
Attorneys At Law
5441 S.W. Macadam Avenue
Portland, OR 97201

NOTED ON CHART
7-15-83 BK

Attention: Thomas J. Barnett

Gentlemen:

This will acknowledge the Notice of Claim dated June 24, 1933, filed on behalf of Oregon-Washington Carpenters, Employers Trust Funds, against the following Highway Division contract:

FILED BY:	Oregon-Washington Carpenters Employers Trust Funds
AMOUNT:	$3,780.90 plus interest and attorney's fee
FOR:	Labor
AGAINST (Prime contractor)	Hoffman Construction Company
SUBCONTRACTOR:	R.P. & I General Contractors
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

We note that you have advised the surety and the contractor of this claim and you have also filed it with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

Hoffman Construction Company
900 S.W. Fifth Ave.
Portland, OR 97204

bc: Secretary of State - Please advise us of the filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

731-0188

NOTICE OF CLAIM

TO: Hoffman Construction, general contractor
900 S. W. Fifth Avenue
Portland, Oregon 97204

Seaboard Surety Company
90 Williams Street
New York, New York 10038

R. P. & I. General Contractors, subcontractor
1438 N. W. 23rd
Portland, Oregon 97210

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Secretary of State
State Capitol
Salem, Oregon 97310

CERTIFIED
P 249 458 687
MAIL

Jewell Lansing
City Auditor, Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Auditor, Multnomah County
1021 S. W. 4th Avenue
Portland, Oregon 97204

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $3,780.90, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for a reasonable attorney's fee, against the performance bond existing between Seaboard Surety Company, as surety, and Hoffman Construction Company, as principal, for employee benefit contributions, liquidated damages, contractual interest and

contractual attorney's fees for carpentry-type labor performed on the project identified below:

Project: Justice Center project

Bond No.: 88481

DATED this 24th day of June, 1983.

PAULL & BARNETT

By: Thomas J. Barnett
Thomas J. Barnett
of Attorneys for the
Oregon-Washington Carpenters
Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 24th day of June, 1983.

Cassie Downing
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-29-86

PAULL & BARNETT
5441 S.W. Macadam Avenue
208 Bailey Building
Portland, Oregon 97201-3874.
(503) 221-0077

The above stated amount is subject to a job audit. Amounts claimed are only for amounts reported due by R. P. & I. General Contractors for the period September, 1982 through December, 1982.

RECEIVED
JUN 27 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 23, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-640: Water damage

Very truly yours,

W. Hendricks
for

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 24 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | [illegible] | [illegible]

Form 734-3122

9294

ROW 12

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 21, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe,
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-20507(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-637 Delete room 3081
C3-639 Caulking of precast - 3rd floor

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

Bothman r

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

RECEIVED
ASST STATE HWY ENGR
JUN 29 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Subject: Oregon I-205-7(76(312)
Justice Center
State/Architect Agreement - Supplement #38

Date: June 20, 1983

Reply to Attn. of: HRO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

The agreement submitted with Mr. Swan's June 13, 1983 letter has been reviewed. The contractor-supplied operational manuals for the remainder of the building are oriented around the physical function of mechanical and electrical equipment. The document identified in this supplement seems to be oriented around staffing, scheduling, and training rather than operation of the physical plant.

The functional replacement program can only provide replacement of real property. Training and operations are a function of the owner agency. We find that we cannot participate in the work defined by this supplemental agreement.

for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W) w/2 cys Agreement
OSHD (R. Ellison, R/W)

NOTED
ROBERT N. BOTHMAN

cc Bob Bothman

6-29
discussed w/ Bruce Boyd - he does not plan to pursue further until about Jan 84 when he hopes to find out the entire job. He will let us know if anything is needed from us.

PROJ PURSUE W/ 2ND SUPP & FNE 6-27

GAP

RECEIVED
ASST STATE HWY ENGR
JUN 24 '83
REFER TO
BOTHMAN
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JUN 23 '83
REFER TO
Bothman
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 23, 1983

MISC. CONTRACTS and
AGREEMENTS No. 5437

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 38
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your file is a fully executed copy of Supplement No. 38 to the State/Architect Agreement for the Justice Center.

Very truly yours,

W. Hellecuse
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
R. W. Gormsen w/attach.
J. B. Boyd w/attach.
Dale Wilken w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 20, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-482 Delete Kickplates
C3-613 First Floor concrete finishing

Very truly yours,

W. Hendricks
for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

NOTED
E. S. HUNTER
RECEIVED
TECHNICAL SERVICES
JUN 21 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 16, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-631: Power for compressors

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

W. Hudemink
for

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

1774

ROW 12

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

June 16, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-625: Delete drywall taping
C3-626: Contractor claim - flashing
C3-628: Sallyport light
C3-629: Contractor claim - D.E. cabinetry
C3-632: Room 4066 - extend wiring

Very truly yours,

W. Ellenwick
Asr

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | With | Ret | File

Form 734-3122

9294

ROW 12

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 14, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

NOTED
H.S.COULTER

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-622: Power to door L1022

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
JUN 15 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

7374

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED –
H.S.COULTER

June 13, 1983

In Reply Refer to
File No.:

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
File 46993
Phase III
State/Architect Agreement
Supplement No. 38
Eliminate Room 4128
FAP No. I-205-7(76)312
(JAIL)

RECEIVED
STATE HWY ENGR
JUN 14 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The design of the Justice Center in Portland was accomplished through an Architectural Design Agreement between Zimmer Gunsul Frasca Partnership (Architect) and the State. That Agreement provides that additional Architect services will be covered by supplemental agreements.

Attached for your review and approval are copies of an Agreement for additional consultant services relating to the operations manual for Justice Center food services system.

During the Design Phase and through the construction contracts, operational manuals have been provided for all areas of the new Downtown Detention Center except food services. In essence, the food services system was provided without a basic document describing how it should work when completed. Phase I and II of this Agreement will provide the basic staff operational techniques for proper operation; adaptation of the existing County menu/recipe for reasonable quality of the final product acceptable to health codes; equipment capacities and a summary of operations procedures; and health and safety limitations.

Under the direction of the consultant, County personnel will perform the majority of work required to complete the final product. These c(ts are not included in the Agreement and are to be funded by Multnomah County separately.

Phases II and IV entail actual training and follow-up ~~problem~~ problem solving. Approval is not requested by this letter as they have been previously addressed by your memorandum HF0.6 on April 8, 1983.

Requested Approval Phase I =	$ 2,300
Requested Approval Phase II =	$ 8,800
Total	$11,100

The addition of this consultative work for Phases I through IV in an amount not to exceed $22,900 increases the limitation for architectural services under the original Agreement, previous supplements and this Supplement to an amount not to exceed $3,515,461.

We request your concurrence of the verbal approval for this work as received from Mr. Cliff Christianson on May 13, 1983. A copy of the half slip is attached.

Please return the original and one copy of the Supplemental Agreement for our files.

WH:jh
attach.
cc: Fred Miller
H. S. Coulter
E. S. Hunter
Gary Potter
V. E. Skoog
J. B. Boyd

9294 ROW 12 J

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 9, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-504 (Revised): Relites - 10th floor control station

Very truly yours,

W. Heidlebach
for

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy w/attach.
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 13 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 8, 1983

Catherine Gleason
Public Art Consultant
Metropolitan Arts Commission
5th Floor, 1120 S.W. 5th Ave.
Portland Building
Portland, Oregon 97204

RE: Justice Center
1% for Art
Carpenter Contract
Temporary Weather
Barrier
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Catherine:

Your most recent request for reimbursement on the Ed Carpenter Contract indicates that the "Contract Sum" will be reduced by $1,710 "of necessary." This amount is for the temporary weather barrier required to protect the building construction work from damage by weather until such time as the artist (Carpenter) installs his stained glass window.

The building contractor installed the frame for the window some time ago and the temporary barrier was installed to close off the frame and protect this area from damage by weather.

Since the barrier has been installed the reduction in payments to Carpenter will be necessary in accord with the terms of his contract.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
JUN 9 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

file

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

June 8, 1983

MISC. CONTRACTS and
AGREEMENTS No. 5439

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 36 & 37
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your file are fully executed copies of Supplement Nos. 36 and 37 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of each Supplement, these are County only costs outside the County/State Guaranteed Maximum Price Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

June 1, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
5th Floor, 320 S.W. Oak
Street
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of three contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-592 Contractor claim-track lighting (Revised)
C3-619 D.E. Cabinet top
C3-621 LL2 Ramp handrail

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
JUN 2 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9 of 9 CL 83-92

FILED
JUN 2 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9294

Paull & Barnett
Attorneys at Law
208 Bailey Building
5441 SW Macadam Avenue
Portland, OR 97201

ENTERED IN
6-3-83 BK

Attention: David S. Paull

Gentlemen:

This will acknowledge the Notice of Claim dated May 27, 1983, filed on behalf of Masonry Industry Trust Funds concerning the following highway Division contract:

FILED BY:	Masonry Industry Trust Funds
AMOUNT:	$4,062.96 plus interest & attorney fees
AGAINST (Prime contractor)	Hoffman Const. Company
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Co.

We will file this claim with the Secretary of State. We note that you have filed this claim directly with the contractor and the surety.

Please advise this office 121 Transportation Building, Salem, OR 97310 when your client's claim has been paid.

Sincerely,

Robert W. Goodsen
COMMISSION SERVICES

cc: Hoffman Construction Co.
900 S.W. Fifth Avenue
Portland, OR 97204

Seaboard Surety Company
320 - 108th Avenue NE
Suite 401
Bellevue, WA 98004

RECEIVED
JUN 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

TO: Martinez Masonry
15714 S.E. Oatfield Road
Milwaukie, Oregon 97222

Contractors Bonding & Insurance Co.
901 S. E. Oak Street
Portland, Oregon 97214

Hoffman Construction Co.
900 S. W. Fifth Avenue
Portland, Oregon 97204

Jewell Lansing
City Auditor, Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Multnomah County Auditor
1021 S. W. 4th
Portland, Oregon 97204

Oregon Department of Transportation
Mr. Ron Kleinschmit
1120 S. W. 5th, Bldg. 106
Portland, Oregon 97201

Department of Transportation
Transportation Building
Salem, Oregon 97310

I HEREBY CERTIFY THAT THE FOREGOING IS A COMPLETE AND EXACT COPY OF THE ORIGINAL THEREOF

NOTICE IS HEREBY GIVEN that the Masonry Industry Trust Funds, have a claim in the amount of $4,062.96, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for a reasonable attorney's fee, against the performance bond existing between the Contractors Bonding & Insurance Co,. as surety, and Martinez Masonry, as principal, for employee benefit contributions, liquidated

damages, contractual interest and contractual attorney's fees for masonry-type labor performed on the public construction project identified below:

Project: Justice Center Project
216 S. W. Main
Portland, Oregon

Bond No.: 2284355

DATED this 27th day of May, 1983.

PAULL & BARNETT

By: _____
David S. Paull,
of Attorneys for the
Masonry Industry Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 27th day of May, 1983.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-29-86

PAULL & BARNETT
ATTORNEYS AT LAW
208 BAILEY BUILDING
5441 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201
(503) 221-0077

RECEIVED
JUN 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Martinez Masonry, subcontractor
15714 S.E. Oatfield Road
Milwaukie, Oregon 97222

Seaboard Surety Company
90 Williams Street
New York, N.Y. 10038

Hoffman Construction Co.
900 S. W. Fifth Avenue
Portland, Oregon 97204

Jewell Lansing
City Auditor, Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Multnomah County Auditor
1021 S. W. 4th
Portland, Oregon 97204

Oregon Department of Transportation
Mr. Ron Kleinschmit
1120 S. W. 5th, Bldg. 106
Portland, Oregon 97201

Department of Transportation
Transportation Building
Salem, Oregon 97310

I HEREBY CERTIFY THAT THE FOREGOING IS A COMPLETE AND EXACT COPY OF THE ORIGINAL THEREOF.

NOTICE IS HEREBY GIVEN that the Masonry Industry Trust Funds, have a claim in the amount of $4,062.96, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for a reasonable attorney's fee, against the performance bond existing between Seaboard Surety Company, as surety, and Hoffman Construction, as principal, for employee benefit contributions, liquidated damages, contractual

interest and contractual attorney's fees for masonry-type labor performed on the public construction project identified below:

Project: Justice Center Project
216 S. W. Main
Portland, Oregon

Bond No.: 88481

DATED this 27th day of May, 1983.

PAULL & BARNETT

By: _____
David S. Paull,
of Attorneys for the
Masonry Industry Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 27th day of May, 1983.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-29-86

PAULL & BARNETT
ATTORNEYS AT LAW
208 BAILEY BUILDING
5441 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201
(503) 221-0077

RECEIVED
JUN 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 1, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-283 Communication and commercial T.V. cable (Revised)
C3-618 Protective screens
C3-620 Exhaust Duct

Very truly yours,

W. Hendricks
for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 6 '83
REFER TO
FOR
Info | Inves | R/D | D/k | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 26, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-617 Catch Basin

Very truly yours,

W. Ellison
For
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICE
MAY 27 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 25, 1983

Selina M. Roberts
Executive Director
Metropolitan Arts
Commission
1120 S.W. Fifth Avenue
Room 518
Portland, Oregon 97204-1983

RE: Justice Center
1% for Art
Computer Payment
File 46993
FAP No. I-205-7(76)312

Dear Selina:

Per our telephone conversation I am returning your statement covering the second progress payment to artist Ed Carpenter.

The "amount certified" by you is incorrectly shown. Please make certification for the amount of payment requested. This can be done by crossing out the incorrect amount, typing in the correct figure and signing your name with date next to the correction.

Please return the entire package to me. Thank you for your cooperation.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
V. E. Skoog
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
MAY 26 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appr | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 25, 1983

NOTED
H.S.COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-614 Hinge Pin Indicators (claim)
C3-615 Elevator wiring (claim)

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Skudlarek
for

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
MAY 26 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

May 24, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-613 First floor concrete finishing

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 26 '83
REFER TO
FOR
Info | Inves | R/D | D/R | ... | ... | File

Form 734-3122

9754

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

May 24, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
File 46993
Contract Revisions
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company). This revision is as follows:

C3-612 Elevator power and lighting

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 26 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

9274

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312
Portland Justice Center
C3-502/PA 325 (Mr Keasey's ltr, 5-17-83)

Date: May 23, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

Our previous discussion on this Price Agreement was directed toward a credit for deleting stainless steel wall covering. Subsequent activities related to the retail area have caused refinishing of existing walls, resulting in added costs. Our position is that cosmetic changes beyond that covered in the contract are acceptable provided there is no added cost.

Please recode this order as "Nonparticipating."

D. K. Hassman
for Dale E. Wilken

cc:
OSHD (Mr Keasey, Const Engr)
OSHD (Mr Ellison, R/W Sec)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

rll 1274 5-18-83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(76)312

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00063

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/18/83

8. FEDERAL ROUTE NUMBER: ----------

9. STATE ROUTE NUMBER: ----------

10. GENERAL LOCATION:

Portland Justice Center Phase III

11. GENERAL DESCRIPTION OF WORK

Furnish emergency air supply units

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/18/83 as requested in Mr. Keasey's letter of 5/4/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $10,000 Federal Funds $9,150.

RECEIVED
STATE HWY ENGR
MAY 19 '83
REFER TO Patton
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE: 5/18/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Loosmore

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 18, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-610: Hot water heater access

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 19 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ret | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 18, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-521: Modification for damper size (revision)

C3-608: Pass-throughs

Very truly yours,

W Hendricks
for

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 19 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

2294

5-17-83

8

BMDA

BUILDING MATERIAL DEALER ASSOCIATION

#9294

JOB # 5923

MEMBER # 166-10

RECEIVED
BUREAU OF FACILITIES
MANAGEMENT
MAY 6 1983

NOTICE OF THE RIGHT TO LIEN

WARNING: Read this notice. Protect yourself from paying any contractor or supplier twice for the same service.

This is to inform you that: 3007392

PARR LUMBER, INC.
(supplier of materials, labor or services)

REFERRED TO: Bowles

Has begun to provide:

building materials
(materials, labor or services provided)

Ordered by:

Hoffman Construction
(person or firm ordering materials, labor or services)

for use on, and to be used in the construction, alteration and repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract buyer, lessee or lender.

Lots 1 thru 8, Block 25, Portland

TAX LOT _____

SECTION _____ TOWNSHIP _____ RANGE _____ of the W.M.

DESCRIBED in _____

COUNTY: Multnomah, STATE of OREGON

LOCATION OF PROPERTY IMPROVED:

1120 SW 3 Ave., in Portland - new

[redacted]

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your above described property may still be subject to a lien, unless the **supplier** providing this notice is in fact paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

No further notice to you of this or any subsequent delivery is necessary.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

(IMPORTANT INFORMATION ON REVERSE SIDE)

NOTICE TO OWNER OR REPUTED OWNER, CONTRACT BUYER, LESSEE OR LENDER OF DELIVERY OF MATERIALS OR SERVICES

☒ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: The City of Portland
Administration Office
1220 SW 5

Portland, OR 97204

☒ Owner ☒ Lender ☐ Contract ☐ Lessee

TO: Multnomah County
Accounting Dept.
426 SW Stark, 6th Floor

Portland, OR 97204

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: Justice Center

☐ Owner ☐ Lender ☐ Contract ☐ Lessee

TO: State of Oregon

JUSTICE CENTER
TRANSITION OFFICE
RECEIVED
MAY 13 1983

☐ AM ☐ PM ☐ ☒

Delivered to you by certified mail

at PORTLAND, OREGON,

on May 2, 1983
BLS

By BUILDING MATERIAL DEALERS' ASSOCIATION, Agent
527 E. Burnside St., Portland, Oregon 97214 • (503) 232-2631

Copyright 1981 by BMDA

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under Oregon's laws, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, those people who are owed money can look to your property for payment, **even if you have paid your contractor in full.**

The law states that all people hired by a contractor to provide you, or your property, with materials, labor or services must give you a notice of the right to lien to let you, the property owner or party of interest, know what they have provided.

WAYS TO PROTECT YOURSELF

— RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.

— LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.

— WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.

— GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property.

— CONSULT an attorney, a professional escrow company or your mortgage lender.

★ ★ ★ ★ ★ ★

9294 Ch 83-83

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 20 1983
NORMA PAULUS
SECRETARY OF STATE

May 17, 1983

Mr. Fred B. Miller
Attorney at Law
Suite 1040
111 SW Columbia Street
Portland, OR 97201

CON 5
#9294

NOTED ON CMD
6-1-83BL

Dear Mr. Miller:

This will acknowledge your letter of May 11, 1983, with attached Notice of Claim on behalf of your client, John Latta Associates, Inc., concerning the following Highway Division contract:

FILED BY:	John Latta Associates, Inc.
AMOUNT:	$7,314.72
FOR:	Labor and material
AGAINST (Prime contractor)	Hoffman Construction Co.
SUBCONTRACTOR:	Martinez Masonry
CONTRACT NO.:	9294
PROJECT:	Justice Center, Phase 3, Multnomah County
SURETY:	Seaboard Surety Company

We will advise the surety and the prime contractor of the receipt of this claim. You state that you have filed this Notice with the Secretary of State.

Please advise this office when your client's claim has been paid. This contract has not been yet completed or accepted.

RECEIVED
MAY 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hoffman Construction Co.
900 SW Fifth Avenue
Portland, OR 97204

Seaboard Surety Co.
320 - 108th Avenue, NE
Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please advise of your filing date and number of the attached claim on the enclosed copy of this letter. Attorney stated they have filed directly with you.

BROWN & HANSEN
ATTORNEYS AT LAW
SUITE 1040, 111 S.W. COLUMBIA STREET
PORTLAND, OREGON 97201
AREA CODE 503-228-4331

GARTHE BROWN
LEE A. HANSEN
LAWRENCE C. WEST
FRED B. MILLER
DALE F. EVANS
JOHN E. McCORMICK

May 11, 1983

CERTIFIED
P 249 456 855
MAIL

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Con 5/9294

Dear Mr. Gormsen:

Enclosed for filing with the Clerk or Auditor of the Transportation Commission is the Notice of Claim on Labor and Material Payment Bond submitted on behalf of our client, John Latta Associates, Inc.. Certified mailings of identical counterparts of this notice are being forwarded this date to each of the other addressees on the Notice as well as to the Oregon Secretary of State for filing. The Notice of Claim pertains to sealants and related materials furnished by our client to Martinez Masonry, a subcontractor on the Multnomah County Justice Center project.

Please verify receipt and filing of this Notice of Claim by the State of Oregon Transportation Commission. Please also verify whether or not the Transportation Department has yet accepted by affirmative action the work covered by the May 28, 1981 contract for the Justice Center, Phase 3. If acceptance has occurred, please specify the date of acceptance.

If full payment is not received within thirty days we will advise our client to file action against the principal and surety under the labor and material payment bond. It has been less than 90 days since our client last furnished materials for which this claim is made.

Very truly yours,

BROWN & HANSEN

Fred B. Miller

RECEIVED
MAY 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FBM:jp
Enc.
cc: Seaboard Surety Company
Hoffman Construction Co.
Martinez Masonry
John Latta Associates, Inc.

NOTICE OF CLAIM ON LABOR AND MATERIAL PAYMENT BOND

TO: State of Oregon
By and Through its
Transportation Commission
Transportation Building
Salem, Oregon 97310

Hoffman Construction Co.
P. O. Box 1300
Portland, Oregon 97207

Seaboard Surety Company
c/o Ethyl Wold
1311 N. W. 21st Avenue
Portland, Oregon 97209

Martinez Masonry
15714 S. E. Oatfield Road
Milwaukie, Oregon 97222

Notice is hereby given that the undersigned John Latta Associates, Inc. has a claim for sealants, backing rod, and related materials furnished by John Latta Associates, Inc. to Ed Martinez doing business as Martinez Masonry, a subcontractor for construction on the Multnomah County Justice Center in Portland, Oregon. The total of the John Latta Associates, Inc. claim is $7,314.72. This claim is made against the bond taken from the general contractor, Hoffman Contruction Company, the principal on the labor and material payment bond, and against Seaboard Surety Company, the bond surety. The work concerning which the bond was taken is the contract entered by the State of Oregon by and through its Transportation Commission (owner) and Hoffman Construction Company (principal) for construction of the Multnomah County Justice Center, Phase 3.

Dated May 9 , 1983.

JOHN LATTA ASSOCIATES, INC.

BY J. S. Latta

RECEIVED
MAY 13 1983
OREGON
DEPARTMENT OF TRANSPORTATION

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

May 16, 1983

Mr. Tuck Wilson
Erickson, Wilson, Wolf,
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-AE #37: Food Services consultant work

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinsmith

RWE/bal
Attach.
cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 18 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 12, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-598: Detention seating fabric

Very truly yours,

W. Bradleish
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 12 '83
REFER TO
FOR
Info | Invest | R/D | D/R | | | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

May 12, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-597: L1059 Pass-Through

C3-605: Delete Door Closures

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W Hedrick
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
MAY 12 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 11, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-444: Add Door 3027C

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 12 '83
REFER TO
FO
Info | Inves | R/D | [illegible] | File

Form 734-3122

ROW 12

May 6, 1983

MISC. CONTRACTS and
AGREEMENTS No. 5457

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 35
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

Attached for your file is a fully executed copy of Supplement No. 35 to the State/Architect Agreement for the Justice Center.

Funds for payment to the Architect under this Supplement will come from the "1% for Art" account.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach.

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 5, 1983

NOTED
H.S. COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-590: Elevator Shaft Barrier (revised)

C3-606: Cherry Trees

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W Ellison
for
R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 4, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-603: Shut-off switch - cell telephones

Very truly yours,

W. Heilbrunn
for
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 5 '83
REFER TO
FOR
Info | Invest | R/D | U/R | Sign | Appr | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 4, 1983

NOTED
H.S.COULTER

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-602: Power for door L 1051A

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

W. Hucleroid
por
R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
MAY 5 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

April 28, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement Nos. 33 & 34
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No._____

Dear Earl:

Attached for your file are fully executed copies of Supplement Nos. 33 and 34 to the State/Architect Agreement for the Justice Center.

Very truly yours,

W. Hendricks

for R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach.

5.4.83
mailed

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 28, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of seven contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-590 Elevator shaft barrier
C3-591 Contractor claim-Emergency lighting
C3-592 Contractor claim-Track lighting
C3-599 Morter to Latex grout
C3-600 Power for card readers
C3-601 P-S Light fixtures

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W Ellison

for R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED TECHNICAL SERVICES
APR 28 '83
REFER TO
FOR
Info
Files
R/D
D/R
Sign
Act

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 26, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-574 Retail Space - 3rd and Main
C3-575 Retail Space - N.E. Main
C3-576 Retail Space - S.W. 3rd
C3-589 Electrical outlets
C3-594 Sidewalk permit
C3-596 CRT outlets

Very truly yours,

for R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 28 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

April 25, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-587: Shear Wall

Very truly yours,

W. Hesleciel

for R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 26 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

April 25, 1983

In Reply Refer to
File No

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of three contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-582: Penthouse air handling unit

C3-586: Cabinent bases

C3-595: Door lock

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W Weidlich

for R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
APR 26 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

WH:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-22-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(76)312

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00063

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/4/83

8. FEDERAL ROUTE NUMBER: ----------

9. STATE ROUTE NUMBER: ----------

10. GENERAL LOCATION:

Portland Justice Center Phase III

11. GENERAL DESCRIPTION OF WORK

Relocate Fire Hydrants

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~A CONTRACT~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
APR 27 '83

REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/4/83 as requested in Mr. Keasey's letter of 4/18/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Portland Bureau of Water Works is approved for a TEC of $7,378 Federal Funds $6,771.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/22/83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

4294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: April 20, 1983

FROM: Bob Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
1% for Art
Metropolitan Arts
Commission/Artist
Agreements
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5431

You have a copy of the Agreement dated August 18, 1981 between the City of Portland Metropolitan Arts Commission (MAC) and ODOT, which provides that MAC will select and procur art for the Justice Center under the "1% for Art" program. Under the terms of this Agreement MAC enters into agreement with selected artists for procurement of art.

Attached for your information are copies of all MAC/Artist agreements written to date (eight agreements and one supplement).

RWE:jh
attach.

cc: E. S. Hunter
V. E. Skoog
J. B. Boyd

81.125.1307

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 20, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a contract revision authorization I have written:

C3-577 Room Deletion

Very truly yours,

W. Ellison

for R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 21 '83
REFER TO
FOR
Info | Invest | R/D | H/R | Shell | Agt | File

Form 734-3122

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 20, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-578: D. E. Lobby Speakers

C3-579: Hands Free Intercom

Very truly yours,

W Heilbrunn

for R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 21 '83
REFER TO
FOR
Info | Invest | R/D | R/R | Util | Act | File

Form 734-3122

ROW 12

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 20, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave., Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolf,
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-588: Delete installation of module closure

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE/bal
Attach.
cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 25 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROW 12

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 20, 1983

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave., Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolf,
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-588: Delete installation of module closure

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE/bal
Attach.
cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 25 '83
REFER TO
FOR
Info | Invest | R/D | W/R | Sign | Act | File

Form 734-3122

9214

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

April 20, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision is the following:

C3-581: 10th Floor Plaster Wall

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Heuleccick

for R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
APR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED —
H.S.COULTER

In Reply Refer to
File No.:

April 20, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of three contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-583 Plumbing Connections
C3-584 Wall Security
C3-585 Cabinets - Room 2047

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W Hendricks

for R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
APR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

ROW I2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 15, 1983

In Reply Refer to
File No.

NOTED
H.S.COULTER

Mr. Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract).

C3-561: Court recording equipment

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for

R. W. Ellison, PE, PLS
Project Manager

RWE/bal
Attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
APR 20 '83
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 14, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of two contract revision authorizations I have written:

C3-558: Concrete work

C3-563: Lennox Hotel artifacts

Very truly yours,

for R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 15 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of six contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-531: Court room switch locations
C3-556: Concrete floor sealer
C3-560: Relay substitution
C3-561: Microphone mixer
C3-562: 10th floor fencing
C3-568: Fire annunciator
C3-572: CRT connections

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison

for R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
APR 15 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Rel | File

Form 734-3122

9294 4-11-23

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7-(76)312
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 00063
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/23/83
8. FEDERAL ROUTE NUMBER: ----------
9. STATE ROUTE NUMBER: ----------
10. GENERAL LOCATION: Portland Justice Center Phase III
11. GENERAL DESCRIPTION OF WORK: Furnish 3 refrigerators
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/23/83 as requested in Mr. Keasey's letter of 3/17/83 as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 4 is approved for a TEC of $630 Federal Funds $581.

RECEIVED
STATE HWY ENG
APR 13 '83
REFER TO
Potter
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/11/83	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
H.S.COULTER April 7, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-322 TV monitor control switches
C3-504 Relites - 10th floor control station
C3-519 Relocating door 10024
C3-559 Hinge pin indicators
C3-565 Generator exhaust goosenecks
C3-567 Floor drain - 62031

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 7, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of two contract revision authorizations I have written:

C3-569 Relocation of fire hydrants
C3-570 Relocate ceiling access

Very truly yours,

W. E. Ellison

for

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 8 '83
REFER TO
FOR
Info | Inves | R/D | L/R | Sign | Ret

9294

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(76)312
Justice Center, Contract 9794
Multnomah County
State Force Order No. 2

Date: April 6, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's February 25, 1983, request and our March 3, 1983, reply relative to convict labor. Further information on legal definitions has resulted in a finding that we can participate in this order because of the specific nature of this project. Approval has been processed as requested.

for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (B Boyd)
OSHD (D E Swan)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

No Action
WES

ROW 12

9274 C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 1, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-558: Concrete work

Very truly yours,

for R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 4 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

9294

B)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:

March 31, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-512 Adjust duct work
(Revised)

C3-557 Lighting Circuits - Floors 5-8

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W Ellison

for R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
APR 1 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-554: Security grilles - Rm. 10016

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison

for R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAR 31 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(76)312
Justice Center - Inscriptions

Date: March 30, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S. COULTER

The proposal for inscriptions described in Mr. Boyd's March 25, 1983, letter had been reviewed. The inscriptions do not qualify as a "functional replacement" item; however, it would seem appropriate under the "one percent for art" if sufficient funds are available. We would have no objection to charging this work to the art fund within previously approved limits.

for Dale E. Wilken

cc:
OSHD (B Boyd)
OSHD (R Ellison)

RECEIVED
STATE HWY ENGR
MAR 31 '83
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 25, 1983

TO: D. E. Wilken, Division Administator
Federal Highway Administration

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Inscriptions
Justice Center
File 46993
FAP No. I-205-7(76)312
(JAIL)

We wish to have inscriptions placed on the Third Avenue side of the Justice Center on either end of the building in two blank panels. These blank panels were necessitated because of office space built in the corners of the building. We have discussed the matter with Mr. Christianson and have decided on two inscriptions which are attached. I consider these two inscriptions to be as much a part of the building identification of Justice Center in center panel. These two inscriptions create the balance in the building and give a firm indication to the passer-by its purpose.

An estimate was prepared on a previous presentation by the Architect of $15,000. I have cut the number of letters down by approximately 50 percent. The scaffolding remains the same. On a per-letter price I believe $9,000 will be required to complete these two inscriptions. I request your participation on an owner percentage. State-Federal participation would be approximately 2/3 of this or $6,000. I request your approval of proceeding with these inscriptions.

JBB:jr
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
V. E. Skoog
Gary Potter
Bob Ellison

RECEIVED
TECHNICAL SERVICE
MAR 25 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

Form 734-3122

"The due administration
of justice is the
firmest pillar of
good government."

George Washington, 1789

"Injustice anywhere
is a threat to
justice everywhere."

Martin Luther King, 1963

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 30, 1983

Catherine Gleason
Public Art Program Manager
Metropolitan Arts Commission
Room 518 Portland Building
1120 S.W. 5th Avenue
Portland, Oregon 97204

RE: Justice Center
1% for Art
Supplemental Agreement
With Ed Carpenter
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Ms. Gleason:

As we discussed, I am returning the Supplemental Agreement (two copies) between MAC and Ed Carpenter covering additional funds for a stained glass test panel.

Please have the Supplements signed by Selina Roberts and return them to me for processing.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
enc.

cc: E. S. Hunter
J. L. Sollis
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
MAR 31 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

Form 734-3122

1120 S.W. FIFTH AVENUE, ROOM 518, PORTLAND, OREGON 97204-1983 (503) 796-5111

METROPOLITAN ARTS COMMISSION

SUPPLEMENTAL AGREEMENT

This supplemental agreement, made in duplicate as of the 21 March 1983.

BETWEEN: The Metropolitan Arts Commission and Ed Carpenter.

RECITALS: On behalf of the Oregon Department of Transportation, Highway Division, Federal Highway Administration, City of Portland, and Multnomah County, (Owners) the Metropolitan Arts Commission has agreed to select art for the Justice Center and to negotiate and monitor contracts between the Arts Commission and artists selected.

Ed Carpenter and the Arts Commission entered into a commission agreement for the creation and transfer of a work of art 3 March 1982.

A supplemental agreement to the commission agreement is necessary because the Owners have determined the necessity for pressure and leak tests on glass ART WORK to be installed by ARTIST ED CARPENTER at 3rd Avenue curtain wall in barrel vault. Pressure and leak tests were not specified for ART WORK at time of commission agreement.

OWNERS indicate that the extra fee to be paid ARTIST for pressure and leak tests will be charged to the 1% account but paid with art credits received from the Justice Center's construction contracts.

ARTICLE I
SERVICES

ARTIST shall provide a 10.6 square foot spec glass mock-up panel for pressure and leak test to determine waterproof capabilities and danger of flying glass at the 3rd Avenue western curtain wall of the Justice Center's barrel vault.

ARTIST shall take necessary grid measurements in Seattle, deliver, and install the panel and facilitate tests.

MULTNOMAH COUNTY

Selina M. Roberts, Executive Director

MAC Commissioners Fern Alexander Ken Berry Clifford Carlsen, Jr Selma Duckler Tom Hardy Steve Janik Hilda Lenske Eleanor Anderson Leiber Jack Malcom Judy Massee Kenneth Novack Chet Orloff Dorothy Schoonmaker John Thodos John Wykoff
City Liaison: Commissioner Mildred Schwab County Liaison: Commissioner Earl Blumenauer

ARTICLE II
FEE

ARTIST shall receive a maximum $1200 for materials, construction, and travel costs associated with the mock-up and tests.

ARTIST shall be paid upon submission of an invoice approved by Turner Construction.

METROPOLITAN ARTS COMMISSION:
BY:

SELINA M. ROBERTS, EXECUTIVE DIRECTOR DATE

ARTIST:
BY: Ed Carpenter 3-22-83

ED CARPENTER DATE

APPROVED AS TO FORM:

MULTNOMAH COUNTY COUNSEL

APPROVED AS TO FORM:

chief deputy
PORTLAND CITY ATTORNEY

APPROVED
CITY ATTORNEY
3-30-83

ED CARPENTER

METROPOLITAN ARTS COMMISSION

One Percent for Art Program

Artist's Application for Payment

Contract Sum	$1200.00
Total Completed to Date	$1200.00
Current Payment Due	$1200.00
Contract Balance	0

The undersigned artist certifies that to the best of his/her knowledge, the work covered by this Application for Payment has been completed in accordance with the Contract Documents, and that current payment shown herein is now due.

By Ed Carpenter
Artist

Date 3-22-83

Metropolitan Arts Commission Certificate for Payment

In accordance with the Contract Documents, the Metropolitan Arts Commission certifies that the work has progressed to the point indicated; that the quality of work is in accordance with the Contract Documents; and that the artist is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED
(Attach explanation if the amount certified differs from the amount applied for)

$1200.00

By Sylvia Wilbourn
Metropolitan Arts Commission

Date 3-22-83

Description of Work to be Done:

Provide a prototype of an "Artwork" panel that will be installed by the Artist in the west face of the barrel vault for testing with the Contractor supplied frame. The work will also include travel to the mock-up site (Seattle) to measure the skylight frame, install the prototype panel in the mock-up frame and witness the testing.

Reasons Why Necessary:

The mock-up panel is necessary to allow testing to design pressures of the west face of the barrel vault to ensure the watertightness and resistance to failure of the Artist supplied glass. This test will also help define liability between the Artist and the Contractor in the event of a future leak and will show whether public safety from flying glass is a problem.

Cost Justification:

The documents did not identify required testing of the Artist glass which makes this work added scope. The Artist's proposal is less than Turner's estimate and should be accepted.

Percentage Breakdown:

This work concerns the Artist work under the direction of the Metropolitan Arts Commission and should be covered by the 1% for Art budget.

FORM 71 REV. 6/74

TURNER CONSTRUCTION COMPAN

MADE BY MWB

CHECKED BY

ESTIMATE FOR Mock-up of Artist Panel

PAGE 1 of 1 NO.

DATE 2-2-83

LOCATION

	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL		LABOR INCLUDED IN TOTAL
1							
2	Panel Materials	Lump	Sum		100		
3	Painted Panel (Labor)	16	hrs.	25/hr	400		
4	3 trips to Seattle (Plane Fare, Meals)	3	ea.	100/ea	300		
5	Hours of travel	18	hrs.	25/hr	450		
6					$1250		
7	10% Mark-up				125		
8					$1375		
9							
10							
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28							

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

March 30, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of three contract revision authorizations I have written:

C3-438 (Revised) Adjust mechanical work in 10th floor corridors
C3-446 Quotations
C3-555 Central station fire alarm system

Very truly yours,

W. Hendricks

for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAR 31 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ref | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 24, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of eight contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-385: Sound systems - Rooms 3025 & 3027

C3-460: Window washer runway
(revised for contractor claim)

C3-546: Penthouse floor (contractor claim)

C3-548: Ballards adjacent to mail chute

C3-549: Revise electric dead bolts

C3-550: Visitor call button - Room 4086

C3-552: TV camera on LL1

C3-553: Hinge pin indicators

RECEIVED
STATE HWY ENGR
MAR 25 '83
REFER TO
Schwartz
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

NOTED
W. E. SCHWARTZ

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,
W. Ellison

for R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.
cc: H. S. Coulter
J. B. Boyd
Earl Bradfish w/attach.
E. S. Hunter
Tuck Wilson w/attach.
V. E. Skoog w/attach.
John McCarthy

Form 734-3122

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $17,000± Funds in Author. $_____

Status Total Project Author.: Over ____% $_____ Under ____% $_____

Explanation (why) and Comments Addendum to specifications issued prior to bidding mistakenly eliminated the sound systems in Courtrooms 3025 & 3027. Plans & specs did call for speakers and rough-in conduit & wiring. Must now add the remainder of the systems (mikes, cabinets, amplifiers, etc.) back into the project in order that these court rooms have complete sound systems.

Method of Payment Price Agreement Est. increase ~~decrease~~ in cost $17,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) on 3/23/83 by R. E Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☐ PARTICIPATING ☐ WITH COST JUSTIFICATION ☐ TENTATIVE APPROVAL TO PROCEED 3/27/83 ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-385

Financial responsibility: 100% County w/in County/State guaranteed maximum price agreement.

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGH Y DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $10,000± Funds in Author. $_____

Status Total Project Author.: Over ____% $_____ Under ____% $_____

Explanation (why) and Comments: Contractor Claim: Details for window washer runway & support are similar to those used on other bids which have resulted in roof leakage problems. Contractor shop drawings showing change to pre-stressed concrete plank system were approved. Contractor claims revised system was to solve long term leak problems & is claiming extra cost for the work. Previous revision authorization (C3-460) recognised a change reqd.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $10,000±

Price checked by Cost Analyst B. Boyd (ODOT) Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (FHWA) on 3/22/83 by R. E Ellison

Action Recommended: ☒ APPROVAL ☐ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☒ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/22/83

C3-460
(Revised)

Financial responsibility: Assign on basis of window washer ownership. County & City costs to be w/in respective guaranteed maximum price agreements w/ state.

K.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIG...AY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $1200± Funds in Author. $_____

Status Total Project Author.: Over____% $_____ Under____% $_____

Explanation (why) and Comments Contractor claim. There is a discrepancy between overall plan & detail plan of penthouse floor re: location of exhaust duct for elevator shaft no. 8. Contractor installed in accord with detail plan which is wrong. Conflict w/ other equipment. Contractor re-located duct and is claiming extra cost.

C.M. is reviewing claim for validity.*

Method of Payment Price Agreement Est ~~decrease~~ increase in cost $ 1200±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (Fremont) 3/23/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING
☒ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/23/83

C3-546

Financial responsibility: 100% Federal.

* No payment to be made unless determined to be valid claim by C.M.

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIG...AY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 500± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments At 5th floor mail chute is against end wall of elevator shaft (shear wall). Mail chute extends upward vertically. Shear wall requirements diminish as it extends upward. Thus at 10th floor mail chute is approx 8" away from wall. Must install bollards adjacent to mail chute on 10th floor to protect chute from damage by food carts.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 500±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (FHWA) on 3/23/83 by R. Ellison

Action Recommended: ~~☑~~ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER

☑ PARTICIPATING ☑ WITH COST JUSTIFICATION ☑ TENTATIVE APPROVAL TO PROCEED 3/23/83

☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3 - 548

Financial responsibility: 100% Federal.

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIG AY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 1000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments At various locations throughout bldg. there are doors with electric dead bolts which are closed with no electricity applied. Fire Code requires these to be changed to bolts which will be open when no electricity is applied. This to prevent some one from being locked in a room during a fire with power failure.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 1000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) C. Christianson (FHWA) on 3/23/83 by R. Ellison

Action Recommended: ☐ APPROVAL ☐ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☐ TENTATIVE APPROVAL TO PROCEED 3/23/83

C3 - 549

Financial responsibility: Assign on basis of door ownership. City & County costs to be within respective guaranteed maximum price agreements with State.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIG...AY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 600± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Entry & exit to ~~[illegible]~~ fourth floor contact visiting (room 4086) is remotely controlled from floor control panel. This on visitor side. There is a call button inside room so visitor can communicate w/ control when he wants out. There is no call button on outside of room to allow contact w/ control when visitor wants in. Must provide such button & wiring in order to allow proper communication between visitor & control.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 600±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (FHWA) on 3/23/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☒ PARTICIPATING ☒ WITH COST JUSTIFICATION ☒ TENTATIVE APPROVAL TO PROCEED 3/23/83 ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-550

Financial responsibility: 100% Federal.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $3,500± Funds in Author. $_____

Status Total Project Author.: Over ____ % $_____ Under ____ % $_____

Explanation (why) and Comments T.V. camera covering visitor lobby & visitor side of secure visiting on LL1 was left off plans & specs. Must add camera, wiring, conduit, etc, to provide required monitoring of this area.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $3,500±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christiansen (FHWA) on 3/23/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☒ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/23/83

C3-552

Financial responsibility: 100% Federal

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 3000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Plans for doors L2016, L2001A & 2035 do not show hinge pin indicators. The Control Panels for these areas have control positions for these doors & read outs for same per plans. Must add pin indicators, conduit & wiring between door & control panels in order to monitor doors as anticipated.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 3000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) C. Christianson (FHWA) on 3/23/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☐ PARTICIPATING ☒ WITH COST JUSTIFICATION ☒ TENTATIVE APPROVAL TO PROCEED 3/23/83 ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-553

Financial responsibility: Assign on basis of area protected. City & County costs to be w/in respective guaranteed maximum price agreements w/ state.

R. W. Ellison

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 23, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-452
(Revised): Provide line-up room lighting

C3-547: Spring isolators for vibration control

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison

for R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAR 24 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 17, 1983

NEED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Room 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P. O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-505 Glass barrel vault testing (revised to reflect change in ownership distribution)

C3-545 Contractor claim - west lobby skylite

Supplemental Agreement - Metropolitan Arts Commission

Very truly yours,

W Ellison

for R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
MAR 17 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

Form 734-3122

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 15, 1983

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

Re: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of sixteen contract revision authorizations I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-521	Modification for damper size
C3-526	Courtroom acoustic fabric
C3-527	Contractor claim - projection screen
C3-529	Voice port-line-up room
C3-530	Inmate call register - 4th floor
C3-531	Courtroom switch locations
C3-532	Contractor claim - P.A. No. 167
C3-533	Exhaust duct - Crime Lab
C3-534	Increase security - Room L1059
C3-535	Food passes - 4th floor
C3-536	Panic Buttons
C3-537	Strengthen "V" type walls
C3-538	Bumper guard corners
C3-540	Doors 11062 and 12059
C3-541	Kitchen heat exchange
C3-543	Panel graphics - sprinkler fire alarm

They are necessary because of omissions or conflicts in the Construction Plans.

RECEIVED
TECHNICAL SERVICES
MAR 16 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W Ellison

for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 3000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Due to conflict in plans, the mechanical dampers over air intake openings, at approx. locations on floor 16, are too large for the openings. Must relocate wall of opening where possible (increase opening to accept damper) or place damper on an angle where wall can't be moved. Will require sheet metal plenums, etc.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 3000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) C. Christianson (FHWA) on 3/11/83 by R. Ellison

Action Recommended: ☑ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☑ PARTICIPATING ☑ WITH COST JUSTIFICATION ☑ TENTATIVE APPROVAL TO PROCEED 3/11/83 ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-521

Financial responsibility: Assign on basis of ownership of dampers involved. County & City costs to be within respective guaranteed maximum price agreements with State.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 9,000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Fabric specified for Courtroom (4) acoustic panels is not fire rated per code. Must upgrade fabric to meet code. Panels w/o fabric are on jobsite.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 9,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) on 3/11/83 by R. Ellison

Action Recommended: ☑ APPROVAL ☐ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER - ☐ TENTATIVE APPROVAL TO PROCEED _____

C3-526

Financial responsibility: 100% County w/in County / State guaranteed maximum price agreement.

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 1500± Funds in Author. $ ____

Status Total Project Author.: Over ____ % $ ____ Under ____ % $ ____

Explanation (why) and Comments Due to ambiguity in plans Contractor is claiming extra cost to provide power to projection screens in courtrooms (4). C.M. is reviewing claim for validity

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 1500±

Price checked by Cost Analyst ____ Discussed Asst. Bridge Engr. ____

Discussed with B. Boyd (ODOT) on 3/11/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☐ PARTICIPATING ☐ WITH COST JUSTIFICATION ☐ TENTATIVE APPROVAL TO PROCEED ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-527

Financial responsibility: 100% County w/in County / State guaranteed maximum price agreement.

No payment to be made unless determined valid by C.M.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $1500 ± Funds in Author. $ ____

Status Total Project Author.: Over ____ % $ ____ Under ____ % $ ____

Explanation (why) and Comments Add port in wall of line-up room to allow witness to hear unamplified voice of suspect in line-up room. This necessary for witness to make proper identification.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $1500 ±

Price checked by Cost Analyst ____ Discussed Asst. Bridge Engr. ____

Discussed with C. Christianson (FHWA) on 3/11/83 by R. Ellison

Action Recommended: ☐ APPROVAL ☑ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☑ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☑ TENTATIVE APPROVAL TO PROCEED 3/11/83

C3-529

Financial responsibility: 100% Federal.

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $5,000± Funds in Author. $_____

Status Total Project Author.: Over ____ % $_____ Under ____ % $_____

Explanation (why) and Comments Add circuits to floor control panel on 4th floor to provide indication of inmate calls from cells. To show which module (A, D, E, or F) call is originating from. This similar to circuits provided on floors 5 - 8.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $5,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (FHWA) on 3/11/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING
☒ SUBJECT TO REVIEW ☒ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/11/83

C3-530

Financial responsibility: 100% Federal

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $2,000± Funds in Author. $_____

Status Total Project Author.: Over____% $_____ Under____% $_____

Explanation (why) and Comments The various switches to be mounted on clerk, Judge & bailiff desks in courtrooms are not located on dwgs. Dwg's do show details of mill work but do not show switch locations. Must now fit switches into desks.

Method of Payment Price Agreement Est. increase ~~decrease~~ in cost $2,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (CODOT) on 3/11/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☐ PARTICIPATING ☐ WITH COST JUSTIFICATION ☐ TENTATIVE APPROVAL TO PROCEED ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-531

Financial responsibility: 100% County w/in State/County guaranteed maximum price agreement.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 7,000 ± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Contractor Claim - Floors 5-8. Contractor claims original price agreement (# 167) for providing wire, etc., between DE panels & cell doors on floors 5-8 did not include labor for hooking up wires. C.M. is reviewing validity of claim.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 7,000 ±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (FHWA) on 3/11/83 by R. E. Ellison

Action Recommended: ☒ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING
☒ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/11/83

C3-532

Financial responsibility: 100% Federal.

No payment to be made unless verified by C.M.

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 10,000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Plans for Crime lab do not show separate exhaust duct for gas storage. Due to storage of flammable gases separate duct required by code.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 10,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) on 3/4/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☐ PARTICIPATING ☐ WITH COST JUSTIFICATION ☐ TENTATIVE APPROVAL TO PROCEED _____ ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-533

Financial responsibility: 100% City w/in City/State guaranteed maximum price agreement.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 3,000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Control/Supervisor room (L1059) is a secure area and has secure re-lite glass all around except for the panel east of door L1059. Also the door (L1059) as specified is not security type. In order to provide the security required for this room, the non-secure re-lite & door must be replaced w/ secure type.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 3000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (FHWA) on 3/11/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☒ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/11/83

C3-534

Financial responsibility: 100% Federal

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 10,000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Contract plans failed to include food passes in doors in modules B & C on 4th floor. Such food passes are necessary when inmates are confined to their cells (lock downs, etc.)

Method of Payment Price Agreement Est. increase ~~decrease~~ in cost $ 10,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christiansen (FHWA) on 3/11/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☒ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/11/83

C3-535

Financial responsibility: 100% Federal.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 3,500± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Add "panic buttons" in Judges & Clerks offices on 3rd floor. Buttons to provide alarm in case problems arise in these offices.

Method of Payment Price Agreement Est ~~decrease~~ increase in cost $ 3,500±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) on 3/4/83 by R. Ellison

Action Recommended ☐ APPROVAL ☐ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☐ TENTATIVE APPROVAL TO PROCEED _____

C3-536

Financial responsibility: 100% County, Outside the County / State guaranteed maximum price agreement.

In accord with County Change request # 53.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIG. AY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 1,000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Strengthen "V" type walls on floors 1, 2 & others as necessary. These are "banker" height walls which do not have enough end support to keep them from deflecting under use. Plans did not include sufficient bracing details at these locations.

Method of Payment Price Agreement Est. increase / decrease in cost $ 1000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with J.B. Boyd (ODOT) C. Christiansen (FHWA) on 3/11/83 by R. Ellison

Action Recommended: ☐ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☐ PARTICIPATING ☐ WITH COST JUSTIFICATION ☐ TENTATIVE APPROVAL TO PROCEED _____ ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-537

Financial responsibility: Assign on basis of wall ownership. County & City Costs to be within respective guaranteed maximum price agreements with State.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 3,000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments Contractor Claim. Contractor claims he envisioned a single 90° miter at corners of food cart bumper guards along walls. Architect requires double miter to eliminate sharp corners. A radius corner is shown at one location on plans, but not shown as typical. C.M. is analysing this claim.

Method of Payment Price Agreement Est. increase ~~decrease~~ in cost $ 3,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Boyd (ODOT) C. Christiansen (FHWA) on 3/11/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☒ PARTICIPATING ☒ WITH COST JUSTIFICATION ☒ TENTATIVE APPROVAL TO PROCEED 3/4/83 ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3 - 538

Financial responsibility: Assign on basis of bumper guard ownership. City & County costs to be within respective guaranteed maximum price agreements w/ state.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 2,000± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments (1) Plans do not show power to electric strike for door 11062. Must provide same to allow strike to operate. Relocate this electric strike function to door 11060 to provide more convenience to public entry at 11062. (2) As specified, hardware for door 12059 will not allow door to remain unlocked. This is the public door to Crime Lab and should be unlockable to provide public entrance. Change lock to a type that can be left unlocked during business hours.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 2,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with J. Boyd (ODOT) on 3/11/83 by ~~W. Heidenreich~~ R. Ellison

Action Recommended: ☒ APPROVAL ☐ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3/11/83

C3 - 540

Financial responsibility: 100% City within City / State guaranteed maximum price agreement.

R.W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $3,000± Funds in Author. $_____

Status Total Project Author.: Over ____% $_____ Under ____% $_____

Explanation (why) and Comments Contractor claims that as specified, intertie of controls for kitchen heat exchanger (10th floor mezzanine), air supply & kitchen ventelator grill is incorrect and will not provide proper control in event of a shut down or maintenance activity. Must provide proper intertie in order to meet code.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $3,000±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with C. Christianson (FHWA) on 3/11/83 by R. E Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☒ PARTICIPATING ☒ WITH COST JUSTIFICATION ☒ TENTATIVE APPROVAL TO PROCEED 3/11/83 ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-541

Financial responsibility: 100% Federal

R. W. Ellison

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Const. FA No. I-205-7(76)312

Type Revision PA No. ____ Amount $ 1500± Funds in Author. $ _____

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments As specified, the only graphics on sprinkler fire alarm panels on floors LL1, 4 and 5 thru 8 are the cell numbers which the switches control. There are no border lines, etc. Looks like an isolated panel w/only switches showing. These panels are adjacent to the D.E. panels & should look like a part of that panel. This can be accomplished by adding a matching horizontal border line at top & bottom of fire alarm panel. Will make appearance of panel same as general finished appearance of the complex in general.

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 1500±

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. _____

Discussed with B. Rand (ODOT) C. Christianson (FHWA) on 3/16/83 by R. Ellison

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☒ PARTICIPATING ☒ WITH COST JUSTIFICATION ☒ TENTATIVE APPROVAL TO PROCEED 3/16/83 ☐ NON PARTICIPATING ☐ WITH SUPPORTING DATA

C3-543

Financial responsibility: Assign on basis of panel ownership. County costs to be within County/State guaranteed maximum price agreement.

R.W. Ellison

1294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 15, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-520: Revise conduits

C3-540: Convex mirror

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

WH:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAR 15 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

Memorandum

U.S. Department of Transportation
Federal Highway Administration

Subject: Oregon I-205-7(76)312
Justice Center, Contract 9794
Multnomah County
State Force Order No. 2

Date: March 3, 1983

Reply to Attn. of:

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Due to an amendment by Sec. 148 of the 1982 Surface Transportation Assistance Act signed on January 6, 1983, we cannot confirm prior verbal approval given on February 10, 1983. A copy of the referenced amendment is attached for your information. Please code this order non-participating.

for Dale E. Wilken

Attachment

cc: C.T. Keasey
Bruce Boyd

RECEIVED
STATE HWY ENGR
MAR 4 '83
REFER TO
B. Ellison
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

Origin
3/3

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 24, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-524	Additional partial slab
C3-528	Gutters by elevator code

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Heidenick
for

R. W. Ellison, PE, PLS
Project Manager

RWE:ac
Attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/att.
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
TECHNICAL SERVICES
FEB 25 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9244

files

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen, Manager
Commission Services

DATE: February 24, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Supplemental Agreement No. 32
Justice Center
State/Architect Agreement
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Attached hereto is a fully executed copy of Supplemental Agreement 32 to the Agreement between the Highway Division and Zimmer Gunsul Frasca Partnership, executed on January 28, 1980. This Agreement has been approved by the Federal Highway Administration.

JBB:ac
Attachment

cc: Mr. E. S. Hunter w/attach.
Mr. Vern Skoog w/attach.

81-125-1387

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 17, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, OR 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-375 Additional rebar

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Hiebeck
for
R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
FEB 18 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/attach.
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: February 17, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project No. I-205-7(76)312
Justice Center
State/Architect Agreement
Supplement No. 32

Enclosed are four copies of Supplement No. 32 to the State/Architect Agreement for design of the Justice Center on the subject project. this Supplement covers compensation to the Architect for additional work relative to the Detention Electronics portion of the project.

Your letter of February 8, 1983, approved this Supplement as eligible for participation in Federal-Aid (Functional Replacement) funding. I am now requesting your approval of this Supplement at estimated total cost not to exceed $18,132 with an obligation of $16,721 in Federal funds. This increases the limitation for architectural services under the original agreement, all previous Supplements and this Supplement to an amount not to exceed $3,483,701.

After approval please return the original and one copy of the Supplement to this office.

RWE:bks
Enclosures
cc: Fred Miller
H.S. Coulter
E.S. Hunter
V.E. Skoog
J.B. Boyd
R.W. Ellison
General Files

Form 734-3122

9274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 17, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Detention Electronics
Additional Compensation
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Your letter of January 25, 1983, addressed two requests for additional compensation. The first was for work done by WMFL and Creegan & D'Angleo relative to additional trips to Portland as required for Detention Electronics. This matter has been resolved by my issuance of Supplement No. 32 to the Original Architectural Agreement.

The second area concerns the Detention Electronics narrative as written by WMFL. This matter has been the subject of previous letters. Your current letter does not contain any new statements or new evidence but merely rehashes your old arguments. I am willing to consider any new facts which you may wish to present. However, in light of the contents of your January 25 letter I must reiterate my denial of this claim.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
FEB 18 '83
REFER TO
FOR

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 17, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Room 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-408 Refinish Phase II Concrete Surface

Very truly yours,

W Heidecck

for
R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
FEB 18 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9274

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 16, 1983

NOTES
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
P. O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-254 Delete hot water loop.

Very truly yours,

W Weidkamp

for
R. W. Ellison, PE, PLS
Project Manager

RWE:ac
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
FEB 17 '83
REFER TO
FOR
info | lmvmt | w/d | D/R | Supv | Ast | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 16, 1983

Mr. Tuck Wilson
Erickson, Wilson, Wolfe,
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-525: Under counter refrigerators

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE/bal
Attach.
cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
FEB 22 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-5122

9294

February 11, 1983

Hoffman Construction Co.
900 S.W. Fifth Avenue
Portland, OR 97204

CON

Time Extension Request
Justice Center Phase 3
Contract No. 9294
FAP No. I-205-7(76)312

Your requests for two one-day extensions of contract time in which to complete the above project have been carefully reviewed.

The requested one day time extension due to a power outage by the local utility, Portland General Electric, is granted.

the requested one day time extension due to inclement weather during the week of December 27, 1982 is denied since weather conditions for this period were not "adverse weather conditions not reasonably anticipatable" as required by Section 8.3.1 of the specifications.

The revised dates for this project are:

Complete Detention	-	September 5, 1983
Move-in Inmates	-	October 31, 1983 (no change)
Complete Project	-	January 4, 1984

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Robert Ellison w/att.
John McCarthy (Turner Const. Co.) w/att.
FHWA w/att.
Bob Church

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Manager

DATE: February 1, 1983

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Contract Time Extensions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Attached are Hoffman Contruction Company's request for 2 one-day contract time extensions, and Turner Construction Company's recommendation as Construction Manager regarding the request.

In accord with Section 8.3 (Delays and Extensions of Time) of the "General Conditions of the Contract for Construction" portion of the Specifications for this project, the Construction Manager has determined that only a single one-day time extension due to power outage on January 11, 1983 is reasonable. Since it is too dark to work inside the building without power and tools will not operate without power, I concur with this finding and recommend your approval of same.

2-9-83
W. E. Schwartz:

I concur with Project Manager and construction manager to grant a time extension of one day due to the power failure.

RWE:emk
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd

RECEIVED
FEB 1 1983
CONSTRUCTION SECTION

CE CAE FOE OCS SCS EEO OM CA LS TC FE CP

Contains Recycled Materials

01-125-1387

9274

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 11, 1983

Mr. Tuck Wilson
Erickson, Wilson, Wolfe,
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization. I have written C3-283 Addendum: television brackets and mounting.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinschmidt

RWE/bal
Attach.
cc: E.S. Hunter ✓
J.B. Boyd
J. McCarthy
J. Chapman w/attach.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Agl | File

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 9294 Section Justice Center - Phase III Cons. FA No. I-205-7(76)312

Type Revision PA & SFO No. ____ Amount $ 6900± Funds in Author. $ ✓

Status Total Project Author.: Over ____ % $ ____ Under ✓ % $ ✓

Explanation (why) and Comments Provide mounting brackets and installation @ 36 locations for televisions, Floors 4 through 8. Brackets are to be permanently installed in the buildings. This work is necessary to completion of the building and was overlooked by all parties during the design of the building.
Brackets = $1900±; Installation $5,000±

Method of Payment Price Agreement Est. ~~decrease~~ increase in cost $ 6,900±

Price checked by Cost Analyst ____ Discussed Asst. Bridge Engr. ____

Discussed with Cliff Christianson J.B. Byrd 2/10/83 on Feb 10, 1983 by Ron Kleinsasser

Action Recommended
- ☑ APPROVAL
- ☐ SUBJECT TO REVIEW
- ☐ OTHER
- ☑ PARTICIPATING
- ☑ WITH COST JUSTIFICATION
- ☑ TENTATIVE APPROVAL TO PROCEED 2/10/83
- ☐ NON PARTICIPATING
- ☐ WITH SUPPORTING DATA

C3 - 283
Addendum

Financial responsibility:
100% DOC, Are Federal Funds.
Ron Kleinsasser

Remarks: Brackets to be purchased by State Force order & provided to contractor for installation via a price agreement. Standard commercial brackets are not available or of adequate strength for use intended.

9274

ROW 12

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 9, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312

NOTED
H.S.COULTER

Dear Jack:

Attached are copies of six contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-507 Security wall
C3-508 Access panels and security grilles
C3-510 Support slab and beams
C3-511 Linear grille
C3-513 Mounting for D.E. Panel
C3-517 Modify base plate

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Heidenreich

for
R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
FEB 10 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:ac
Attach.

cc: H.S. Coulter ✓
E.S. Hunter
V.E. Skoog w/att.
J.B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 9, 1983

Mr. Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Mr. Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

Re: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-506 Fill pipe sleeves

Very truly yours,

W. Hudlemish
for
R. W. Ellison, PE, PLS
Project Manager

RWE:ac
Attach.

cc: E.S. Hunter ✓
J.B. Boyd
John McCarthy
Jack Chapman w/attach.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 10 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 9, 1983

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information are two copies of contract revision authorizations I have written:

C3-493 Delete Walls
C3-501 Additional cost for signage

Very truly yours,

W. Hirschmiedt
for
R.W. Ellison, PE, PLS
Project Manager

RWE:ac
Attach.

cc: E.S. Hunter
J.B. Boyd
John McCarthy
Jack Chapman w/attach.

E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 10 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(76)312
Justice Center
State/Architect Agreement
Suppl. No. 32, Detention Electronics

Date: February 8, 1983

From: Division Administrator

Reply to Attn. of: HFO.6

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed the draft Supplement Number 32 as submitted and explained by Mr. Boyd's February 2, 1983, letter. This will confirm preliminary verbal approval and eligibility for funding in the amount of $18,132.

for Dale E. Wilken

cc:
OSHD (B Boyd)
OSHD (R Ellison)

RECEIVED
TECHNICAL SERVICES
FEB 10 '83
REFER TO Boyd
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act ✓ | File

RECEIVED
STATE HWY ENGR
FEB 10 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTES
E. S. HUNTER

In Reply Refer to
File No.:

February 4, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-365 Add wiring for security lock systems and sprinkler valve indicators. (Revised 2/4/83)

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work for providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Hardwick
for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/att.
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
TECHNICAL SERVICES
FEB 8'83
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Info | Invest | R/D | D/R | Sign | Apl | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 4, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-365 Add wiring for security lock systems and sprinkler valve indicators. (Revised 2/4/83)

NOTED
H.S.COULTER

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work for providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Hedlund

for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: H. S. Coulter ✓
E. S. Hunter
V. E. Skoog w/att.
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 4, 1983

Mr. Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76) 312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-512 Adjust duct work

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Huddleston

for

R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/att.
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
STATE HWY ENGR
FEB 8 '83
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Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

February 2, 1983

NOTED
H.S.COULTER

Jack Cogswell
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-386 Detention area intercom expansion
C3-504 Relites - 10th floor control station

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Heidenreich
for
R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:emk
Attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/att.
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

Form 734-3122

9294 B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 2, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. Fifth Avenue
Room 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-503 Delete Stainless Steel Wall Panels

Very truly yours,

W. Ellison

for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: ✓ E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
FEB 3 '83
REFER TO
FOR
Info | Inves | R/D | L/R | Sign

Form 734-3122

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 2, 1983

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-492 Order for entree dishes

Very truly yours,

W. Hendricks
for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
FEB 3 '83
REFER TO
Date
Init.
Sign
Act
File

Form 734-3122

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 2, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. Fifth Avenue
Room 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe,
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-505 Glass barrel vault testing

Very truly yours,

Wesley Hendrickson
for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 3 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

RC 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 2, 1983

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
State/Architect Agreement
Additional Detention Electronics
Work
File 46993
FAP No. I-205-7(76)312
(JAIL)

As outlined in the Construction Manager (CM) letter of August 2, 1982, the highly sophisticated Detention Electronics (DE) systems for the Justice Center have become even more technical and complicated than originally anticipated. This is manifest in the fact that revisions to the DE have added approximately $400,000 to its contract cost. There are four main reasons for this:

1. Additions required as the designed functions and owners needs become reconciled during this shop drawing review stage.

2. Additions resulting from review and coordination of functional requirements against supplier designed circuitry (as allowed by specs).

3. Additions pinpointed by changing owner needs as the technical operations of each DE function was detailed and clarified then compared to owner needs through shop drawing, review or mock-up of circuitry.

4. Additions resulting from architect errors and omissions in the contract documents.

Because of the above factors the DE phase of the work became more and more complicated resulting in a growing problem which threatened to delay the project (to date this is the only phase of the project for which we have reviewed notice of possible delay from the Contractor).

The CM was aware of the developing problem and initiated a schedule of weekly meetings between the Contractor, the involved sub-contractors, the Architect and his DE consultants and the CM. The purpose of the meetings is to pinpoint problems, discuss alternate solutions, eliminate possible future problems due to poor solutions, eliminate possible delays due to long turn around time when communicating by mail, provide quick resolutions, etc. This procedure is accomplishing its objective and the problems to date have been resolved thus allowing the DE work to progress on a schedule which could possibly result in no delay. This procedure has also resulted in some debugging of circuitry which normally occurs after the DE equipment has been installed.

Although the meetings are continuing on a weekly basis, the architect team attendance has been and will continue to be reduced to the minimum required to provide only the necessary input.

Because the DE portion of the construction contract has been increased by approximately 30% (approximately $400,000), it is obvious that the Architect's work is somewhat greater than anticipated when the State/Architect Agreement for Construction Phase Services was written. However, because of the errors and omissions in the contract documents, the Architect does have some responsibility.

At the time the Construction Phase Agreement was written, the cost was negotiated downward considerably from the Architect's proposal. A portion of this downward revision involved trips to Portland by the DE consultants. On the assumption of only minor problems in this area the anticipated number of trips was reduced with a gentleman's agreement that if more trips than anticipated were required, a revision of the Agreement would be considered. With the initiation of weekly DE meetings by the CM, additional trips were indeed required.

Because of these additional trips, the Architect submitted a billing in the amount of $21,660.00. This included the full time and expenses involved in the trips their DE consultants made. It did not address a reduction due to the Architect's responsibility for errors and omissions.

The State/Architect Agreement states that in the case of errors and omissions in the contract documents the Architect will provide those services necessary to correct the documents at no cost to the State.

As a result, meetings were held between the Architect and State to discuss the Architect's responsibility and a reduction in billing. There is a problem here, however. Because of the complicated interaction between the different reasons contributing to the additional DE construction work, it is impossible to determine the percentage of responsibility which is assignable to Architect's errors and omissions.

It is obvious that the Architect's consultants would have been required to attend even if there had been no errors and omissions on their part. Because of this, some compensation is due the Architect for these unanticipated trips. As a result of our meetings, the Architect has agreed to accept expenses plus eight hours time per man per trip as compensation. This results in a billing of $8,331.79 instead of the original $21,660.00 (see ZGF letter of January 25, 1983). The difference ($13,328.21) is considered to be the Architect's responsibility for errors and omissions as related to past unanticipated DE related trips. In addition, the Architect has agreed to continue the checking of contractor shop drawings and product submittals for DE through completion of this phase of the work at no cost to the State. The State has received no credit to date for shop drawing and submittal checking relative to Architect errors and omissions. This continued checking at no cost is considered to satisfy the Architect's responsibility in this area.

Due to the impossibility of determining the Architect's actual responsibility in this area, the State, based on engineering judgment, has agreed to accept the Architect's reduction on previous trips to Portland (relative to DE) and the Architect's no cost checking of DE shop drawings and submittals as satisfaction of the Architect's responsibility for errors and omissions in accord with terms of the State/Architect Agreement relative to the DE portion of the work.

The above completes the Architect's DE consultants trips to Portland under the terms of the State/Architect Agreement except for a final check-out and punch list trip. This trip by the Architect's DE team will be made upon notification by the CM that the project is ready for the check-out and punch list inspection. Since the money available for DE work under the original agreement has been expended, and since the check-out is part of the originally anticipated work, the Architect has agreed that this trip will be at no cost to the State.

The State and Architect agree that the above will complete the Architect's DE work under the current agreements plus provide compensation for extra DE work to date.

Due to the complexity that has developed with the technical DE work, the CM has requested that the Architect's DE consultants be available to attend the on-going weekly DE meetings approximately once a month, as called for by the CM. Because of the nature of the DE work, the CM believes that having the expertise of the DE consultant available on request will allow prompt resolution of any problems, complexities, etc., which may arise. This will minimize any DE related project delays which may occur. It also lends confidence to the DE problem resolution team through knowledge that the designer and his expertise are available in person to quickly iron out the kinks which could be difficult and time consuming for the other team members. Such availability of the DE consultant is just good insurance on a complicated and expensive project such as this.

The Architect has agreed to provide such expertise at a cost of $700 per man trip (see ZGF letter of January 24, 1983). On the basis of two men once a month for the next seven months (14 man trips) the estimated additional cost is $9,800.

A preliminary copy Supplemental Agreement No. 32 between the State and Architect covering the above items is attached.

Your concurrence that the items covered by this Agreement and for which preliminary approval was received from Cliff Christianson on October 27, 1983 and January 15, 1983, are eligible for Federal-aid Functional Replacement funding is requested.

A formal request for additional funding will be forwarded upon completion of this agreement by all parties.

RWE:jr
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. E. Swan
V. E. Skoog

9574

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 2, 1983

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of ten contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

NOTED
H.S.COULTER

C3-283	Communication and commercial T.V. cable
C3-474	Clothes dryer venting
C3-486	Penthouse access doors
C3-490	Countersunk screws in door frames
C3-494	Grease exhaust duct
C3-495	Display window lights
C3-496	High pressure air ducts
C3-497	Crime lab fume vent
C3-498	Coiling grill doors
C3-502	Outlets in police armory

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Hackenwith
for

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:emk
Attach.
cc: H. S. Coulter
E. S. Hunter
V. E. Skoog w/att.
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

Form 734-3122

9271

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Manager

DATE: February 1, 1983

FROM R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

SUBJECT: Justice Center
Contract Time Extensions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Attached are Hoffman Contruction Company's request for 2 one-day contract time extensions, and Turner Construction Company's recommendation as Construction Manager regarding the request.

In accord with Section 8.3 (Delays and Extensions of Time) of the "General Conditions of the Contract for Construction" portion of the Specifications for this project, the Construction Manager has determined that only a single one-day time extension due to power outage on January 11, 1983 is reasonable. Since it is too dark to work inside the building without power and tools will not operate without power, I concur with this finding and recommend your approval of same.

RWE:emk
Attach.

cc: H. S. Coulter
✓E. S. Hunter
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
JAN 31 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

Contains Recycled Materials

1981 Justice Center, Phase 3 in Portland. 9294

#5

CPA 5437

7-2-82, 7-9-82, 8-5-82
8-26-82, 1-10-83
1-25-83, 1-27-83
[redacted],

HASTINGS BIN - LOS ANGELES
SAN ON - MADE IN U.S.A.

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 31, 1983

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of two contract revisions authorization I have written:

C3-135: Revised copy
C3-499: Strengthen wall of dental room

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
FEB 1 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appl | File

RWE:emk
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 1 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appl | File

Form 734-3122

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 28, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-471 Delete carpeting

Very truly yours,

W. Henderick
for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: ✓E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JAN 31 '83
REFER TO
FOR:
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12 Jullo

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 27, 1983

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 31
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. ____

Dear Tuck:

Attached for your file is a fully executed copy of Supplement No. 31 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, this is a County only cost outside the County/State Guaranteed Maximum Price Agreement.

Very truly yours,

W Henderson
for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
✓ Bob Gormsen w/attach.
Dale Wilken w/attach.

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 26, 1983

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-462 Tamper proof catches for "Y" lights
C3-283 Slotted and commercial cable

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Ellison
for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attachment

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JAN 27 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

9294

C

6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 26, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-485 Revise wall finish - 10th floor

Very truly yours,

W. Hendemick
for
R. W. Ellison, PE, PLS
Project Manager

RWE:emk
Attachment

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/ attach.

RECEIVED
TECHNICAL SERVICES
JAN 27 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apr | File

9294

ROW 12

Files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 25, 1983

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 30
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No.

Dear Tuck:

Attached for your file is a fully executed copy of Supplement No. 30 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, this is a County only cost outside the County/State Guaranteed Maximum Price Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach.

Form 734-3122

9294

ROW 12

C C B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

January 20, 1983

NOTED
H.S. COULTER

Mr. Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-488: Add cold water line - room 4036

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE/bal
Attach.
cc: H. S. Coulter ✓
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4244

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Janaury 14, 1983

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of seven contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-400 Closure wall
C3-465 Expansion joints and caulking
C3-479 Blockouts
C3-480 Secondary deck access
C3-481 Laminate drywall
C3-483 Remove transformer
C3-484 Fence anchorage

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

W. Heidemann
for
R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
JAN 18 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

7294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: V. E. Skoog
Highway Controller

DATE: January 11, 1983

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Phase III
Architect Responsibility
For Errors & Omissions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTE
E. S. HUNTER

Zimmer Gunsul Frasca Architects have a signed agreement dated January 28, 1980, with the State for architectural work on the Justice Center. Article III, E, states that the "Architect shall, without additional compensation, correct or revise any errors or omissions in his final designs, drawings, specifications and other services".

As the construction work has progressed and each change in the work became apparent, I notified the Architect of his responsibility under Article III, E, whenever the change (or addition) was due to his error or omission.

Enclosed please find a copy of each notice to the Architect as written to date. I believe you will find them useful in outlining this project.

Copies of any future notices will be sent to you as they are written.

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Jack Sollis
Tuck Wilson
Earl Bradfish
John McCarthy
Jack Cornwall
Ron Kleinschmit

RECEIVED
TECHNICAL SERVICES
JAN 12 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials

81-125-1367

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

January 11, 1983

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-422 Rental of overhead crane
C3-468 Contractor claim for elevator cove light installation
C3-473 Finish top of Newel posts in east lobby
C3-475 Eliminate two color roof aggregate

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JAN 12 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

January 11, 1983

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of six contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-436 Add protective devices between bars and windows - 4th floor cells
C3-466 Eliminate outside corner in soft cell
C3-470 Revise elevator machine room (10th floor mezzanine)
C3-472 Relocate sprinkler riser
C3-474 Provide vent connections for dryers
C3-476 Provide conduit and wire - 10th floor

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy
Vern Skoog w/attach.

Form 734-3122

9294 — ROW 12 — file D

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 10, 1983

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 29
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 4737

Dear Earl:

Attached for your file is a fully executed copy of Supplement No. 29 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, this is a City only cost within the City/State Guaranteed Maximum Price Agreement.

Very truly yours,

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach

R. W. Ellison, PE, PLS
Project Manager

Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

January 6, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-452 Provide Line-up Room Lighting

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

E. S. HUNTER

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JAN 10 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

Form 734-3122

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 27, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-470: Relocate elevator machinery room wall

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

December 22, 1982

NOTED
H.S.COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-469: Shut off valve on main gas supply line inside building
Insulating flange at valve
Buried anode outside building for cathodic protection

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 21 1982
LEGAL

In Reply Refer to
File No.:

December 20, 1982

NOTED
E. S. HUNTER

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a revised contract revision authorization I have written:

C3-405: Add sinks

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
DEC 21 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 17, 1982

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are two contract revision authorizations I have written:

C3-229: Revise 10th Floor learning center

C3-467: Protect main electric conduits

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
DEC 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Bldg | Agt | File

Form 734-3122

9291

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

December 16, 1982

Jack Cornwall
Project Architect
Zimmer, Gunsul, Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
State/Architect Agreement
Additional Payment
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Your recent letter requested $160.00 payment for work in making text changes on police signs.

I have discussed this matter with Mike Kutter and Lieutenant Brooks of the City. They inform me that the work comes within the scope of our previous agreement for signage changes and is not cause for additional fee. Lieutenant Brooks was involved with the work and believed it to be within our written agreements. He was not informed to the contrary by you at the time and believed you also assumed the work was within the existing agreement.

This work can be charged within the limits of the existing Supplement No. 27. Approval for charges outside that supplement will require complete justification.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Earl Bradfish
Lt. Brooks
Mike Kutter
Ron Kleinschmit

RECEIVED
TECHNICAL SERVICES
DEC 17 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apl | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.

December 16, 1982

NOTED
H.S. COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of four contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-425: Add gyp board to courtroom walls above ceiling.
C3-437: Move stair entrance doors on floors 11 and 12.
C3-462: Revise type y and z light fixtures in detention dayrooms.
C3-464: Close bottom of mechanical shaft at 11th floor.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
DEC 17 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.

December 16, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of contract revision authorizations I have written:

C3-439: Contractor Claim, revise contractor designed precast panel connections.
C3-456: Change wall type in computer room.
C3-460: Provide cast in place window washer runway in lieu of precast.
C3-461: Contractor Claim, wiring and switch for fire sprinkler flow alarm.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
DEC 17 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

Form 734-3122

9244

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to File No.:

December 16, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-463: Add drip strip at courtroom lobby windows

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

The matter of drip strips was brought to your attention at the time precast elements were in production and you recommended against them.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
DEC 17 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

B

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

December 14, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 120 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTE:
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of three contract revision authorizations I have written:

C3-401: Revision of original issue.
C3-441: Add Cigar/Newspaper stand.
C3-457: Delete cut outs for ash receptacles in wooden benches.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
DEC 15 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Agr | File

Form 734-3122

9294

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

December 14, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

NOTED
E. S. HUNTER

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-433: Paint tops of concrete bunks
C3-435: Add strainer to 6" domestic waterline.
C3-459: Revise water proof membrane for showers.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
DEC 15 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294 - 1 C C ROW 12 B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

December 9, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-276: Revise door 1002B to accommodate electric strike.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
DEC 13 '82
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Form 734-3122

9294

B

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

December 9, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
1220 S.W. 5th Ave. - Rm. 120
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of revised contract revision authorizations I have written:

C3-109: Add security grilles in ducts
C3-315: Revise east wall of room 2028
C3-366: Add electronic buffer circuits

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
DEC 10 '82
REFER TO
FOR
Info | Invest | R/D | D-R | Sign | Act | File

Form 81-731-0027 (9-77)

9294

C C

ROW 12

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 6, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-368: expansion joints for 3rd Ave. coffered ceilings
C3-427: relocate 16th floor motor control center
C3-448: add furred wall in room 1031

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STAT HWY ENGR
DEC 7 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

9294

6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 30, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak St.
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-447: Add electrical outlets, Room 4035

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

fe

R. W. Ellison, PE, PLS
Project Manager

RWE/bal
Attach.
cc: Tuck Wilson w/attach.
Earl Bradfish w/attach.
H. S. Coulter
E. S. Hunter
J. B. Boyd
John McCarthy

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 1 '82
REFER TO
Schwartz
FOR
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 18, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-438: Adjust mechanical work in 10th floor corridors

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
NOV 19 '82
REFER TO
FOR
Info | Invest | R/P | D/R | Sign | Apl | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

November 18, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract Revision
C3-417
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Your letter of November 8, 1982 presented reasons why the change from carpet to pads on the wall and floor of Room 4118 (as noted in Contract Revision C3-417) should not be considered to be an architectural "error and omission". The Construction Manager's letter of November 8, 1982 concurs with that position.

In light of the above, I agree that this item should not be classed as "error and omission".

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Cliff Christianson
Tuck Wilson
John McCarthy

RECEIVED
TECHNICAL SERVICES
NOV 18 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

November 17, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-426: Add air duct, 9th floor

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
NOV 18 '82
REFER TO
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Form 81-731-0027 (9-77)

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 17, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of revised contract revision authorizations I have written:

C3-317: Revise stair No. 18
C3-354: Revise ceiling height floor 5-8
C3-431: Eliminate projection Room 11023
C3-432: Eliminate contact visiting rooms on 2nd floor

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
NOV 22 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Appr | Ret | File

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 10, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-422: Rent overhead crane

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc : E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
NOV 12 '82
REFER TO
FOM
Info | Instr | R/D | Dir | Sup | Appl | File

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 8, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are two contract revision authorizations I have written:

C3-409: Delete portion of acoustic panels
C3-415: Add cards for card key system

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
NOV 9 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9294

ROW 12

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

November 8, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-421: Revise load shedding system.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
NOV 9 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 81-731-0027 (9-77)

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 3, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
18735 SW Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a revised contract revision authorization I have written:

C3-408: Refinish Phase II concrete surface.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

NOTED

RECEIVED
TECHNICAL SERVICES
NOV 4 '82
REFER TO
FOR
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Form 734-3122

9274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 3, 1982

In Reply Refer to
File No.:

Jack Cornwall, Project
Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
State/Architect Agreement
Construction Phase
Request For Additional
Compensation
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

I am in receipt of your letter dated November 1, 1982, which does not provide the additional information I requested.

Art Nordling originally asked me about the possibility of additional compensation for trips to meetings in Portland for the purpose of solving Detention Electronics problems. I told him that the owners consider that many of the problems were caused by Architect errors and omissions and that by contract, such problems are to be resolved by the Architect at no cost to the State. I informed him that the owners would not consider a request for additional compensation unless both the owners extra cost and the errors and omissions work are shown in the backup information and justification for the total work performed. This was not shown in your original request.

By telephone I requested that you provide such information plus a more detailed breakdown of the original request. This was not covered in your recent letter.

The owners will not consider a request for additional compensation unless it includes these items. Please provide the information in order that this matter may be brought to an early conclusion.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
NOV 4 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Cliff Christianson

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 3, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-392 revised: Add floor drain in recreation mechanical room.
C3-401: Add DDC elevator platform.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
NOV 4 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

November 3, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-420: Add platform for DDC elevators

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

NOTED
H.S. COULTER

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
NOV 4 '82
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Form 734-3122

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 3, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak St., 5th Fl.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-417: Carpet to pads, room 4118

The revision is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinschmit

RK/bal
Attach.
cc: H.S. Coulter
E.S. Hunter
J.B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
NOV 8 '82
REFER TO
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Form 734-3122

92714

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:

October 29, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-291 (Revised): Interface between D.E. panel and elevator controls.

C3-418: Add return air provision.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc. for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
NOV 1 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 28, 1982

Mr. Earl Bradfish, Director
Office of General Services
City of Portland
1220 SW 5th Ave., Rm. 400
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/City Maximum
Price Agreement
Change Order No. 4
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

Pursuant to the City/State Downtown Detention Center Project Management Agreement (Contract 18375) and Supplemental Agreement Nos. 1 and 2, attached for your approval are six (6) copies of Maximum Price Agreement Change Order Number 4.

Please return two signed copies to me.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RK/bal
Attach.
cc: E.S. Hunter
J.B. Boyd

RECEIVED
TECHNICAL SERVICES
OCT 28 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Engr | Rec | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 27, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-414: Add Security Barriers

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
OCT 28 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9292

ROW 12

V. E. Skoog
Highway Controller

October 26, 1982

R. W. Ellison, PE, PLS
Project Manager

Justice Center
Crime Lab
Plan Check Fees
File 46993
FAP No. I-205-7(76)312
(JAIL)

The contract for Phase III of the Justice Center was awarded without the partitions, mechanical, electrical, etc., work for the Crime Lab because the needs of the facility had not been resolved. (Bare space for a future crime lab was included in the contract). These needs have recently been determined and the work will be added to the contract by price agreement.

The plans for the Crime Lab are being submitted to the City of Portland, Bureau of Buildings, for checking and issuance of a building permit. As usual, the City requires fees for this service. First comes the plan check fee and after the checking is completed a building permit will be issued for another fee. In order that the checking of the plans may proceed, please issue the following checks against the Justice Center project:

1) City of Portland, Bureau of Buildings (Building Division) in the amount of $595.08.

2) City of Portland, Bureau of Buildings (Mechanical Division) in the amount of $278.00.

Both checks should be identified as application No. 104102.

Billing to support the above is attached.

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy

RECEIVED
TECHNICAL SERVICES
OCT 26 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

October 22, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a revised contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-347: Relocate door control panels

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
OCT 25 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

October 21, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-412: Add Sound Insulation.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
OCT 25 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294.1

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 20, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-411: Eliminate tack boards in courtrooms

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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TECHNICAL SERVICES
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REFER TO
FOR
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Form 734-3122

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: October 19, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

SUBJECT: Justice Center
Phase III
County/State Project
Management Agreement
Supplement No. 2
FR NIC Items
File 46993
FAP No. I-205-7(76)312 (JAIL)

E. S.

Supplemental No. 2 to the County/State Project Management Agreement states that two items, 1. Nonparticipating Items in Contract and 2. Functional Replacement items not in contract, will be the responsibility of the State if FHWA declines to participate in their cost. There shall be no cost to the County other than the guaranteed maximum price (a fixed price). The County considers these items to be within the guaranteed maximum price.

I discussed these two items with Frank Griffin and Ken Johnson of the Accounting Section. They are of the opinion that both items should be charged against the Phase III project prefix. Item 1 is part of the construction work and should be charged accordingly. Item 2 is outside the construction work (not a payment to the contractor) and should be handled in a manner similar to C.M. or Architect billings. Probably item 2 should have a seperate function number.

When it becomes certain we will overrun the project authorization amount approved by the Transportation Commission, we should go to the Commission for additional authorization citing the two above items, and any other outstanding similar items. The project authorization for Phase III is $46,301,625 (see Project Authorization and Record of Work Orders for Contract 9294).

RWE:jr

cc: E. S. Hunter
V. E. Skoog
J. B. Boyd
Ken Johnson
Ron Kleinschmit

RECEIVED
TECHNICAL SERVICES
OCT 19 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

81-125-1307

Contains Recycled Materials

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 18, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are three contract revision authorizations I have written:

C3-376: Detention Electronics work
C3-402: Contractor Claim
C3-408: Refinish Concrete Surfaces on LL-1

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
OCT 19 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

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ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

October 18, 1982

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of nine contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-298: Add Emergency Lighting
C3-386: Larger Intercom System
C3-390: Add Block Walls
C3-392: Add Floor Drain
C3-393: Add Fire Indication
C3-396: Add Gyp Board Around Columns
C3-405: Add Sinks
C3-406: Add Conduit & Wire For Slider Doors
C3-407: Modify Mechanical Shaft.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
OCT 19 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9292

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 15, 1982

John McCarthy
Project Manager
Turner Construction
Company
1221 SW First
Portland, Oregon 97204

RE: Justice Center
Precast Panels
Structural Connections
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

During my past visits to the job site we have discussed the field modifications to the structural connections which attach precast panels to the building frame. I have also reviewed meeting notes between you and the Contractor regarding these connections which are different than designed.

I am concerned about the adequacy of these modifications and the possible threat to public safety should a connection be insufficient and allow a panel to fall. As noted in the article, "Why Buildings Fall Down", which I sent to you some months ago, the cause of many structural failures has been field modification of connections.

In order to ensure public safety all modified connections should be reviewed by a registered engineer. Corrections should be made as necessary to provide adequate connections. Such review and correction should be sufficient to convince you of the adequacy of the final product.

Because of the possibility of covering the connections with the work of other trades, there appears to be some urgency connected with the review and correction work.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
OCT 18 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
C. T. Keasey
John Jenkins
Ed Newman
Tuck Wilson
Earl Bradfish
Jack Cornwall
D. E. Wilken

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 12, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-351: Change finish on door facing, elevators 9 & 10

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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TECHNICAL SERVICES
OCT 13 '82
REFER TO
FOR
Info | Inves | R/D | D/R | sign | Agt | File

Form 734-3122

92-41

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 12, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
H.S. COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-320: Add security grills in exhaust plenum

This is necessary because of omissions or conflicts in the Construction Plans.

In accord wihh our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
OCT 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

L

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: October 11, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

SUBJECT: Justice Center
Phase III
Contract 9294
Retainage Reduction
File 46993
FAP No. I-205-7(76)312
(JAIL)

RCVD H.S.COULTER

Attached is a letter from our Construction Manager (Turner Construction Company) transmitting the contractors (Hoffman Construction Company) request that retainage be eliminated on their monthly contract payments beyond July 1982 since they had completed over 50% of the contract at that time.

Also attached is the Construction Manager's recommendation (letter of September 8, 1982) that the escrow account in lieu of retainage be fixed at $1,068,265.87, which is 5% of the work completed on the July monthly payment. As indicated in the attached, this is also 5% of 53% of of the contract value.

Article 9.3.1.1 of the Supplementary conditions states that " . . . the Owner shall retain 5% of the certified contract payments due until the final acceptance of the work. As the work progresses, the Owner may . . . eliminate retainage on any remaining monthly contract payments after fifty percent of the work under the contract is completed if, in the Owners opinion, such work is progressing satisfactorily."

In accord with the specifications and in view of the fact that the work is progressing satisfactorily, I recommend fixing the retainage at $1,068,265.87 as requested by the Contractor.

Your concurrence is requested.

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog
J. B. Boyd

RECEIVED
TAT. HWY ENGR
JUL 12 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9294

L.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

October 8, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company Contract). These revisions include the following:

C3-75: 16th floor mechanical openings

C3-403: enclose ducts, 10th floor elevator machine room

They are necessary because of omissions or conflicts in the construction plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc. for these items, is to be done at no cost to the State.

Very truly yours,

fa

R. W. Ellison, PE, PLS

Ron Kleinschmidt

RJK/bal
Attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
OCT 11 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311
Functional Replacement Rocky Butte Jail
File 46993 (R.W. Ellison ltr of 9/29/82)

Date: October 4, 1982

From: Division Administrator

Reply to Attn. of: HRW-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We concur in the reassignment and disposition of "non-participating" category of the final engineer's estimate as set out in Mr. Ellison's letter. This action now reduces the "non-participating" category to $93,510.

John D Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)

RECEIVED
STAT HWY ENGR
OCT 5 '82
REFER TO
Hunter
FOR
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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 29, 1982

In Reply Refer to
File No.:

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Phase III Construction
"Nonparticipating" Items
File 46993
FAP No. I-205-7(8)311
(JAIL)

Your letter of September 1, 1982 approved reassignment of some items on the "nonparticipating" list to an owner responsibility basis, with the Federal portion being eligible for functional replacement. These are items which were mistakenly included on the list. You also listed the items remaining on the "nonparticipating" list and designated them as not eligible for functional replacement.

The latter list included three items (clocks, exam lights and whirlpool) which were not included in the construction contract and, therefore, should not have been included in the "nonparticipating" list. Removing these items from the list and adjusting some quantities and prices as indicated in your letter, results in the following:

A. Items approved by FHWA as eligible for functional replacement on an owner responsibiltiy basis:

1.	Stainless steel food tray 1,000 @ $14	$14,000
2.	Ceramic entree plate 1,000 @ $2	2,000
3.	20% OH/P/B on above	3,200
4.	Uninterrupted power supply room, 9th floor	10,000
5.	Toilet room and janitor sink, 9th floor	9,500
6.	Janitor sink, Room L2024	1,000
7.	Toilet room, Room L1127 & Janitor sink Room L1005	9,500
	(Note items 4-7 include 20% OH/P/B)	
	Subtotal, eligible for functional replacement on an owner responsibility basis	$ 49,200

Form 734-3122

B. Items determined by FHWA to be not eligible for functional replacement:

1.	Bulletin and tack boards (968 sq. ft.)	$ 9,680
2.	Dayroom tables (28)	11,200
3.	Book shelves (built-in)	18,450
4.	Ice machine (1)	3,500
5.	Toaster (22)	6,750
6.	5-burner coffee makers (4)	2,800
7.	2-burner coffee makers (11)	5,500
8.	Juice carrier/dispenser (41)	5,125
9.	Stainless steel cup (1,000)	4,000
10.	Counters/cabinets, physical therapy lab	10,920
11.	20% OH/P/B on above	15,585
	Subtotal, not eligible for functional replacement	$ 93,510

The Federal portion of items eligible for functional replacement will be included in the Federal accounting of the Justice Center cost. The remaining items, which are not eligible for functional replacement, will constitute the revised "nonparticipating" list.

Your concurrence in the above is requested.

RWE:jh

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 29, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-394: Additional support for window washer runway slabs

C3-395: Revise lights indicating photo lab in use

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 30 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

9214 86526

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

RIGHT OF WAY ADMINISTRATION
RECEIVED
SEP 30 1982
M AM ADM CA
AS CE OS TA
3 4 F

Turner

TRANSMITTAL

TO: Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

ATTN: R. W. Ellison

Date September 29, 1982

Transmittal No. 849-82

RE: Portland Justice Center

CONT. NO. 9294

We are sending you herewith ☒ Under separate cover ☐ By: Regular Mail

NO. OF COPIES	DRAWING NO.	REVISED OR DATED	DESCRIPTION
1	--	9-28-82	Notice of the Right to Lien from Owens-Corning Fiberglass Corporation.

Bob Hamsa -
Please process -
Thanks Bob Ellison
9/30/82

no action req'd
file in contract file -
fm

Transmitted for: ☐ Approval ☐ Correction ☒ Files ☒ Information ☐ Estimate ☐ Signature ☐ Comment

Remarks: Bob; We received in the mail, am sending to your for your standard action on these.

Copies to:
File: Owner Correspondence

TURNER CONSTRUCTION COMPANY

By M W Bloomfield
M. W. Bloomfield, Project Engineer

NOTICE OF THE RIGHT TO LIEN

WARNING: READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

TO: Turner Construction
Att: John McCarthy
1221 S.W. 1
Portland OR 97204

This is to inform you that Owens-Corning Fiberglas Corporation

has begun to provide Insulation ordered by

Harver Company

for use on, or to be used in, the construction, alteration or repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract purchaser or lease holder. The property is located at:

1120 S.W. 3 Avenue In Portland

Lots 1 - 8, Block 25, Portland

County of Multnomah State of Oregon

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws.

It is NO REFLECTION ON THE INTEGRITY OR CREDIT STANDING OF EITHER YOURSELF OR YOUR CONTRACTOR.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your property may still be subject to a lien unless the supplier providing this notice is in fact paid.

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under the law, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, the people who are owed money can look to your property for payment, **even if you have paid your contractor in full.**

The law states that all people hired by a contractor to provide you with materials, labor or services must give you a notice of the right to lien to let you know what they have provided.

WAYS TO PROTECT YOURSELF ARE:

—RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.

—LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.

—WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.

—GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property.

—CONSULT an attorney a professional escrow company or your mortgage lender.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

This notice has been sent to you by:. Capital Building Dealers Service Co.
P.O. Box 13545 • Portland, Oregon 97213
Telephone: 282-4558

R. Lundquist
AGENT

Job # 4555 Mailed On September 28 19 82 Certified # 854433

dh

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 28, 1982

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
City Owner Change
Request No. 9
C3-297
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear John:

Attached is a copy of City Owner Change Request No. 9 on which I have penned the City's approval of $1,568 for an exterior wall mounted flagpole. This cost is outside the City/State Guaranteed Maximum Price Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
Earl Bradfish
Mike Kutter

RECEIVED
TECHNICAL SERVICES
SEP 28 '82
REFER TO
FOR
Info | Invest | R/D | D/R | [illegible] | Sel | File

Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 28, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Garber Light Fixtures
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
F. S. HUNTER

Dear Tuck:

At the last owners' meeting a question arose concerning acceptance of the Garber light fixtures (for cells) which may not have been manufactured by Garber. Our Legal people are of the opinion that it is permissible and advisable to accept the fixtures so long as they meet the physical specifications, are marketed under the Garber name and model number, and are guaranteed by Garber.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Dale Hormann
John McCarthy
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
SEP 28 '82
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Agt | File

Form 734-3122

9294-1

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 24, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-241: Revise ceiling access panels
C3-371: Revise glass in relites
C3-374: Revise shut off valves in hot water risers for cells.
C3-377: Revise elevator supports
C3-379: Provide fuses in door control panels

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
SEP 28 '82
REFER TO
FOR
Info | Inves | R/L

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 23, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-280: Change paint type in two psych cells

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 27 '82
REFER TO
FOR
Info | Invest | K/D | D/R | Sign | Appl | File

Form 734-3122

9294

)W 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 20, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written. This covers a claim by the contractor.

C3-305: Re-route electrical conduit to control rooms on Floors 3 and 4.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ag | File

Form 734-3122

9244

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached are copies of five contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-363: Correct power supply to UPS for solenoid valves.
C3-364: Provide hinge pin indicators and wiring for for doors 3108B & 3133B.
C3-365: Add wiring for security lock systems & sprinkler valve indicators.
C3-366: Add noise elimination circuits to call-in circuits.
C3-367: Correct group door release indicators.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
SEP 21 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

L.7

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

September 17, 1982

Mark Bloomfield
Turner Construction Co.
1221 SW First
Portland, Oregon 97204

RE: Justice Center
1% for Art
Lighting
C3-349
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mark:

Your letter of September 15, 1982, outlined the present situation with 1% Art Work Lighting and made three recommendations. As I stated during our conversation yesterday, I have discussed the matter with Norma Gleason of the Metropolitan Arts Commission and you are instructed to proceed with your recommendations 2 and 3.

Norma will shortly obtain more information regarding relocation of the eagle, its mounting requirements, and the lighting requirements. It may be that the normal room lights in the mounting location will be sufficient. She is also checking with the City relative to lighting of the stained glass wall of the 3rd Avenue lobby. It may be that the City will be reluctant to pay the power bill thus eliminating the need for fixtures. She hopes to have this information by the first of next week. The cost of the fixtures installed and the limitation of the art lighting budget may also preclude fixture installation.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
SEP 20 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Norma Gleason
Jack Cornwall

Form 734-3122

9294

ROW 12

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Hormann
Assistant Attorney General

DATE: September 13, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R.W. Ellison

SUBJECT: Justice Center
Phase III Construction
Security Light Fixtures
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

The specifications for the Justice Center provide that Type "U1" light fixtures in the inmate cells may be "Globe JFP-7502-3R" or "J. C. Garber E-1922-36". They also provide that Type "U2" fixtures, also for use in the cells, may be "Globe JFP-7502-2T" or "J.C. Garber E-1922-36".

There was a problem with the first sample of the Garber fixtures submitted for approval because they did not meet the physical specifications. It now appears that this problem has been corrected and that the Contractor will provide Garber fixtures for the project. The specifications require that fixtures be guaranteed for one year.

We have indication that the fixtures may not be manufactured by the Garber Company but in Utah by some other company. It appears that Garber may be marketing the fixture under their name and model number but in reality is a broker.

We request you review this problem and determine if in accepting the fixture and guarantee we are acting within the specifications.

Attached are selected project specifications for your information.

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
John McCarthy

RECEIVED
TECHNICAL SERVICES
SEP 15 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appl | File

Contains Recycled Materials

81-125-1387

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

September 9, 1982

Earl Bradfish, Director
Office of General
Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-359: City purchase of surplus lights from County

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 10 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

NOTED
E. S. HUNTER

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED H.S. COULTER

September 9, 1982

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of seven contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-337: Linear grille intake for skylight area
C3-344: Adjust openings for doors 5036 D & E, 6036 D & E
C3-345: Waterproof interior of planters
C3-347: Relocate door control panel
C3-350: Relocate call buttons
C3-354: Ceiling height on floors 5-7
C3-358: Increase height of recreation office walls

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
SEP 10 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 9, 1982

In Reply Refer to
File No.:

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III
Contractor Progress
Payments
Retainage
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

Your letter of September 8, 1982 transmitted a letter from Hoffman Construction Company concerning retainage on construction progress payments. That letter has been reviewed by our Legal Section which is of the opinion that this is not the "written application by the Contractor" for reduced retainage as required by the contract specifications. The letter appears to be a statement by the Contractor as to his intention regarding the value of securities in the escrow account relative to retainage.

Please have the Contractor provide the specificed "written application" for reduced retainage. This letter should be concerned only with a current reduction. Any future reduction at the completion of work will be considered at that time.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
Dale Hormann
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
SEP 10 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sgn | Apl | File
X

NOTED
E. S. HUNTER

Form 734-3122

9244

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 8, 1982

John McCarthy, Project
Manager
Turner Construction
Company
1221 SW First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
County Change Request #34
C3-150
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

Owner Change Request No. 34 (County) covers an air compressor and vacuum pump for the dental area on floor 4. It also indicates funding to be outside the Guaranteed Maximum Price Agreement with the State.

The County and State have entered into a Supplemental Agreement (No. 2) which clarifies the Guaranteed Maximum Price Agreement (G.M.P.). Under Supplement No. 2 the State takes responsibility for "Functional Replacement Items Not In Contract" (see attached).

Included in this responsibility are the vacuum pump and compressor which are the subject of change request No. 34. Because of this, the funding shown on the change request should be changed to read, "Within The Guaranteed Maximum Price Agreement with State."

Please make this change on the original of the change request so that any future copies made will show the correct funding authorization.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICE
SEP 9 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 8, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-356: Move exhaust fan EF3 on 9th floor

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

NOTED
H.S. COULTER

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter ✓
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
SEP 9 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

92-14

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 2, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-352: Range hood duct enclosure and sprinkler system.

C3-353: Security cover plates for light switches, etc.

C3-355: Topping slab expansion joints, 10th floor.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
SEP 2 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appl | File

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9214.

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 1, 1982

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
PAE
Additional Reimbursement
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Your letter of August 17, 1982, requesting additional reimbursement for witnessing of testing by PAE was referred to our Construction Manager for comment.

In accord with that comment (see attached) it appears that PAE was performing work which is provided for under Article I, B, 4 of Supplement No. 14: "Architect shall have free access to the site and shall cause his subconsultants to visit the site when in his judgement the visits are appropriate. All communications with the Contractor other than information gathering shall be through the Construction Manager." I am, therefore, unable to approve the requested additional reimbursement.

In order to help eliminate similar future occurrences, I am requesting that our Construction Manager, by a copy of this letter, set up a meeting between you, the CM and myself to review the various consultant, AE and CM responsibilities and the coordination of their activities.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
SEP 1 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy

Form 734-3122

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 31 1982
M AM ADM BR CA ES
PMS AS CE OS TA RUE
0 1 2 3 4 F

Turner

August 30, 1982

Mr. Robert Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Re: Justice Center Portland
Your letter August 18, 1982
A/E Jobsite Inspections

Dear Mr. Ellison:

At the beginning of the Phase 3 work, P.A.E. was acting under the assumption that their presence was needed to witness tests and review construction work on a multiple time per week basis. This initial activity by P.A.E. was voluntary on their part and, we presumed, within the agreement for A/E construction services to the State. Shortly after the Phase 3 work began, we confirmed that P.A.E. services were not necessarily on a "lump sum" basis but paid for on a "as used" basis.

In early December, it became apparent that the amount of jobsite visits made by P.A.E. and the extent of the established Jobsite Quality Control procedure (as it related to Mechanical, Plumbing and Fire Protection) were producing a duplication of efforts. A discussion was held with E. Grigsby of ZGF on December 3, 1981 to establish a procedure to more effectively utilize everyone's time and eliminate redundant observations. On December 9, 1981, E. Grigsby in his letter to R. Oberlander (attached) clarified the role of P.A.E. with regard to inspections and jobsite visits. Specifically, the letter states that P.A.E. is not responsible for day to day witnessing of misc. HVAC and Plumbing tests and, jobsite visits will be made on Friday's. This remains our understanding of the P.A.E. role to this date.

At P.A.E.'s request, H.P. duct tests are witnessed by Pat Conte and a direct communication to P.A.E. by Natkin Co. (Mech. Contractor) as been approved by Hoffman and Turner to schedule these tests. The Fire Protection Contractor (Harder) and Plumbing Contractor (Fullman) have stated they do not call Pat Conte (P.A.E.) to the jobsite. From the beginning of the Phase 3 work through July, 1982, 61 HVAC/Plumbing/F.P. tests have occurred. All have been witnessed by either P.A.E., Turner or both. It has been our procedure that when P.A.E. chooses to witness a routine test, our representative may or may not be present.

With regard to the comment in H. Peterson's letter of August 11, 1982 pertaining to contractors calling Pat Conte because they could not get a response from Turner, we find no evidence in our office or the general contractor's office that this situation has ever existed. Should it have happened, P.A.E.'s responsibility was to notify ZGF and TCCo immediately, not respond unilaterally to a subcontractor's claim.

As I have stated on many previous occasions, we are willing to participate in a meeting with ZGF and yourself and review remaining consultant budgets and develop a mutually agreeable procedure for consultant jobsite participation. Until this is accomplished, we can foresee future misunderstandings of consultant roles.

Please contact me if you need additional clarifications in this matter.

Very truly yours,

J. P. McCarthy
Construction Manager

cc: J. Cornwall - Z.G.F.

File: Correspondence - Owner
- A/E

JPM:cs

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

320 S.W. Oak Suite 500 Portland, Oregon 97204

503/224-3860 Cable: ZGFOREGON

December 9, 1981

RECEIVED
DEC 14 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97201

Attention: Mr. Russ Oberlander

Reference: Job No. 6031-03, Justice Center - Phase 3

Gentlemen:

Per our discussion of December 3, 1981, I have clarified with PAE their responsibility regarding witnessing of pipe testing at the site.

Turner will be responsible for witnessing and certification at all pipe testing. PAE will not be expected to witness tests unless specifically requested by Turner. This directive does not preclude PAE from witnessing tests they feel are important to the proper operation of the system. In this event, Turner will be contacted and asked to identify test schedules for these specific items.

PAE will continue to visit the site weekly on Fridays and report their findings or comments to Turner personnel.

Sincerely,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Ernest L. Grigsby

Ernest L. Grigsby
Associate

ELG/jst

cc: Mr. Jim McCullum
Mr. Jack Cornwall
Mr. Ron Stewart
Mr. Peter Alef
Mr. Pat Conte

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul FAIA Robert J. Frasca FAIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Larry S. Bruton AIA Jack Cornwall AIA Brainard Joy Gannett AIA
Daniel J. Huberty AIA Lee F. Kilbourn CSI Robert M. Mickelson AIA John A. Moll Wallace W. Roeder AIA
Associates Carl E. Freeze AIA Ernest L. Grigsby Ronald P. Grunowski AIA Don Hart PE

9.2-94

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311
Functional Replacement Rocky Butte Jail
File 46993
(Ref: R. W. Ellison's ltrs 7/13 &30/82)

Date: September 1, 1982

Reply to Attn. of: HRW-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 3 '82
REFER TO
B. Ellison
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Both of Mr. Ellison's letters addressed items included in the "nonparticipating" category of the final engineer's estimate. To clarify and affirm FHWA's position on the items contained in the "nonparticipating" category we will address all the items including those not addressed in Mr. Ellison's letters.

The following items are not eligible for functional replacement and should be assigned to the responsible party:

1.	Bulletin and Tack Boards (968 sq. ft.) $10/sq ft		$ 9,680
2.	Dayroom Table (28) $400 each		11,200
3.	Book Shelves (built-in type)	Lump Sum	18.450
4.	Ice Machine (1) $3,500		3,500
*5.	Toaster (27) $250 each		6,750
	Five-burner coffee makers (4)	$700 each	2,800
	Two-burner coffee makers (11)	$500 "	5,500
	Juice Carrier/dispenser (41)	$125 "	5,125
	Stainless steel cup (1000)	$ 4 "	4,000
6.	Counters/cabinets, Physical Therapy Lab		10,920
7.	Clock (plug-in) (8)	$ 40 each	320
8.	Exam Lights - Lump Sum		2,000
9.	Whirlpool (1) $3,000		3,000
		Sub Total	$ 83,245
	Total w/20% OH/P/B Non-participating		$ 99,894

*The number of units were adjusted in accordance with the contract quantities where they had changed from the quantities used in the original final engineer's estimate.

The following items are eligible for functional replacement based on the prorata of assigned responsibility for the areas the items serve.

1. Stainless steel tray and ceramic entree plate - 1000 each
2. Uninterrupted Power Supply Room and Toilet Room and Janitor Sink (9th floor)
3. Janitor Sink - Room L 2024
4. Toilet Room - L 1127
5. Janitor Sink Room - L 1005

for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (R. W. Ellison,R/W)

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

August 30, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-230 (Suppl.) Revise hardware for sound retardant door.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
AUG 31 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9244

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 26, 1982

In Reply Refer to
File No.:

Brooks Gunsul, Partner
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
State/Architect
Agreement
Detention Electronics
Delay
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Brooks:

My letter of July 14, 1982 was concerned with the delay in production of the detention electronics narrative and the problems caused by this delay.

The attached letter from Hoffman Construction Company indicates that the detention electronics problem has manifest itself as a project delay, the magnitude of which is currently undetermined and continuing.

The extent of your responsibility in this matter is also currently undetermined.

I would suggest that you and your consultants make every effort possible to minimize delays in this area in order that it have the smallest impact possible on the project.

I will keep you advised of the developing situation.

Very truly yours,

R. B. Boyd, PE, PLS
Right of Way Manager

RWE:jh
attach.
cc: E. S. Hunter
C. T. Keasey
J. L. Sollis
R. W. Ellison
Tuck Wilson

RECEIVED
TECHNICAL SERVICES
AUG 26 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

HOFFMAN CONSTRUCTION COMPANY

August 16, 1982
HCC-T-552

RECEIVED
AUG 18 1982
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

ATTN: John McCarthy

RE: State Dept. of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Potential Delay

Gentlemen:

This letter is a recapitulation of the events which have delayed the detention electronics work and may ultimately delay completion of the detention areas on the referenced project.

The scope of the detention electronics work in the Contract is generally described by narratives and material descriptions in the specifications and wiring schematics and panel details shown on the drawings. Since the beginning of the job, certain aspects of this scope of work have changed with the most significant revisions being initiated by the following documents issued by your office for construction:

Narration Revisions	Date Received
Call Button Intercom Schedule	9-29-81
General dated 8-31-81	Oct. 1981
General dated 11-12-81	Dec. 1981
Call Button Intercom Schedule	4-26-82
Panel No. 12 (Elevator Intertie)	7-28-82
Panel Drawing Revisions	
General	4-15-82
General	6-1-82
General	8-6-82

Our CPM schedule contemplates that all detention electronics components must be ordered by August 24, 1982 to meet a delivery date of January 31, 1983 for the initial delivery of detention electronics panels. Considering the magnitude of the changes to the detention electronics work, we are skeptical that G.B. Manchester will now be able to meet our construction schedule requirements.

Please consider this letter as our notification of a potential delay in the construction of the detention areas caused by design changes in the detention electronics work. The cost and time impact of this delay will be reported to you as soon as the actual conditions can be evaluated.

Very truly yours,

E.N. Newman
Vice President

ENN:cjs

cc: Keith Boersma

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 26, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 28
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 8471

Dear Earl:

Attached for your file is a fully executed copy of Supplement No. 28 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, this is a City only cost within the City/State Guaranteed Maximum Price Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
V. E. Skoog w/attach.
Bob Gormsen w/attach.
J. B. Boyd w/attach.
Dale Wilken w/attach.

Form 734-3122

9244

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 26, 1982

NOTED
E. S. HUNTER

In Reply Refer to
File No.

RECEIVED
TECHNICAL SERVICES
AUG 27 '82
REFER TO
FOR
Info | Invest | R/D | R/R | Surv | Agt | File

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Police Floor
Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

This will confirm my verbal authorization of August 25, 1982, for you to proceed immediately with revisions to the City Police floors 11-16.

We understand from conversation with you and Hoffman's letter of August 23, 1982, that because of construction progress, the police floor revisions are causing a problem which could result in a project delay unless resolved immediately. The Police and Architect are still attempting to reduce the cost of the floor revisions. The Contractor (Hoffman) indicates there are areas where cost reduction is limited because of construction work done to date and materials already purchased. It is apparent that any further delay to the orderly construction progress will result in a delay claim which would ripple throughout the project and result in more overall cost than that of immediately proceeding with construction and avoiding delay.

As we discussed, the intent is to proceed with construction as necessary to avoid project delay and to reduce expenditures wherever possible (using Police/Architect cost reduction areas as a guide) in order to resolve this problem at minimum cost. The Police budget of approximately $115,000 is the ideal target, but it is obviously no longer possible to meet that figure without major disruption to the construction schdule and a resultant claim.

In accord with our analysis of the situation, the overall maximum budget target is $160,000 with every effort possible being made to reduce this amount as far as possible. The total is broken down into the following target amounts:

Floor 11	$20,000	Floor 14	$30,000
Floor 12	$30,000	Floor 15	$25,000
Floor 13	$45,000	Floor 16	$10,000

The current revised partition layouts for each floor are to be used. Cost reductions are to be effected wherever possible. Four cost reduction areas are:

1. No doors. This is in accord with Police thinking.
2. No new cabinets.
3. No new light fixtures except where absolutely necessary. Use the fixtures specified.
4. No layout revisions on Floor 16 except as required by construction progress to date.

We request your best effort to solve this problem without project delay and at the least cost possible.

You may proceed without further approvals from the City.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: Tom Walsh
E. S. Hunter
J. B. Boyd
C. T. Keasey

7294

L. 7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 24, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written.

C3-329: Plank or pave over scissor lift depression at loading dock.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICE
AUG 25 '82
REFER TO
FOR
Info | Invest | R/D | [illegible] | [illegible] | [illegible] | [illegible]

Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.

August 24, 1982

Mark Bloomfield
Turner Construction
Company
1221 SW First
Portland, OR 97204

RE: Justice Center
Fire Sprinkler System
Electronic Control
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mark:

Thank you for bringing the matter of financing sprinkler system control valves to my attention with your August 20, 1982, letter. The owner change request for solenoids to sprinklers in the County owned cells on LL1 (County request #3) correctly shows this cost to be within the Guaranteed Maximum Price. The cost of solenoids for other cells on LL1 is assigned to the owners of those cells (see half slip C3-61).

The owner change request for sprinkler line solenoid valves for Courts holding cells (County request No. 29) correctly shows the cost to be within the Guaranteed Maximum Price (also see half slip C3-308).

The owner change request for solenoid valves in the dayroom sprinkler lines on floors 4 through 8 (County request No. 30) indicates this cost is within the Guaranteed Maximum Price. This is actually a 100% Federal cost as shown on half slip C3-306.

Please make this change in your records.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
AUG 25 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Engr | Agi | File

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

August 24, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-330: Provide suitable calking material
C3-338: Provide secure ceiling for five rooms on 4th floor
C3-339: Provide expansion joints in plaster ceiling (2nd Floor)
C3-340: Add controls for boiler pumps
C3-341: Provide emergency power to corridor lights on Floor 1 and 2.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 25 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Form 734-3122

9294

P[illegible] 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Cliff Laux
Federal-Aid Programmer

DATE: August 23, 1982

FROM: for R. W. Ellison, PE, PLS
Project Manager
Ron Klemsahmil

NOTED
E. S. HUNTER

SUBJECT: Justice Center
Phase III Construction
Project Authorization
File 46993
FAP No. I-205-7(76)312
(JAIL)

Following are items additional to the Phase III Authorization which have received Federal approval and require Federal participation.

Engineering:

Supplemental A/E Agreement No. 21	(92.24% DDC)	$ 824 =	$ 760
Supplemental A/E Agreement No. 22	(100% DDC)	$ 1,122 =	$ 1,122
Supplemental A/E Agreement No. 23	(65.87% DDC)	$ 4,600 =	$ 3,030
Supplemental CM Agreement	(66.08% DDC)	$1,390,000 =	$918,512
	TOTALS	$3,396,546 =	$923,424

Engineering Summary:		Match	
(DDC $	= 92.22% - Federal	State)	Other
($923,424	= $851,582	$72,000)	$473,122

1% for Art 626-1079-900-07

$401,375 ($264,385 =	$ 264,385	0)	$136,990
Federal Dollar Increase	$1,115,967		

With the correction the last authorization ($2,000,000 x 65.6% x 92.22% = $1,209,664) the total Federal dollar increase to $29,972,903 for all three phases. Please initiate the necessary request to the Federal Highway Administration.

RK:jh

cc: E. S. Hunter ✓
D. H. Moehring
V. E. Skoog
J. B. Boyd

125-1387

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 20, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
State/Architect
Agreement
Courts Holding Cells,
Sprinkler Line Valves
& Alarms
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Your letter of August 16, 1982, indicates your reluctance to provide designs for solenoid valves and water flow alarms for the sprinkler lines to the courts holding cells at no additional cost as requested by my August 10 letter. This matter has been discussed with the County which does not agree with your position.

You state that your records have no indication that it was the County's intent to provide these items on the third floor. The provision of these valves and alarms for cells in general was intended as witnessed by floors 4-8. It was your responsibility to provide a design based on good correction practice. This responsibility should not require the County to detail the design and insure this feature for all cells instead of just selected cells.

Accordingly, I must reiterate my August 10 statement, that in accord with the State/Architect Agreement, this design work is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 20 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Insp | Agt | File

RWE:jh
cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
H.S.COULTER

August 19, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-336: Change fire sprinkler heads to phantom type

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
AUG 19 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
John McCarthy

Form 734-3122

1294

ROW 12

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 18, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
State/Architect
Agreement
Additional Work
Authorization to
Proceed
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

This will confirm my August 17, 1982 verbal approval for you to proceed with the work of reducing the construction cost of the revisions to Police floors as recently designed by you. This is the work described in your letter of August 13, 1982. The goal is to bring these costs down to the City's specified $115,000 budget as described during the August 11 meeting at your office.

A supplemental agreement covering this work will be sent to you for approval in the near future.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Earl Bradfish
John McCarthy

NOTED
E. S. HUNTER

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AUG 19 '82
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Form 734-3122

9294

8-17-82

copy
Con 2, 2
Con 2, 205
84:5

Vice Chairman Walsh said he had taken a tour of I-205 and the Bridge and everything appears to be on schedule. He mentioned that the Justice Center is also on schedule. He said the coordination of the completion of the Jail and the Freeway is very vital so that the prisoners could be moved from Rocky Butte before the freeway is open. He asked that Mr. Coulter and Mr. Miller study this coordination, look at the contingencies and the options, and report back with some definite schedules.

Swart has Ed. Hardt relieving JSC
ey Hardt 9/9

Taken from Minutes of the Oregon Transportation Commission Meeting held on August 17, 1982

9211

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 10, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-308: Solinoid valves and water flow alarms in sprinkler lines to courts holding cells.

C3-317: Relocate stair No. 18 (9th Floor).

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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TECHNICAL SERVICES
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Form 734-3122

9274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 10, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-333: Touch up finishing on LL2 cell walls

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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Form 734-3122

92-14

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 10, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-309: Calk sound attenuating walls.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

BaL

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
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Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

August 9, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-332: Emergency unlocking of stair tower doors 16003A & P001.

This is necessary because of omissions or conflicts in the Construction Plans.

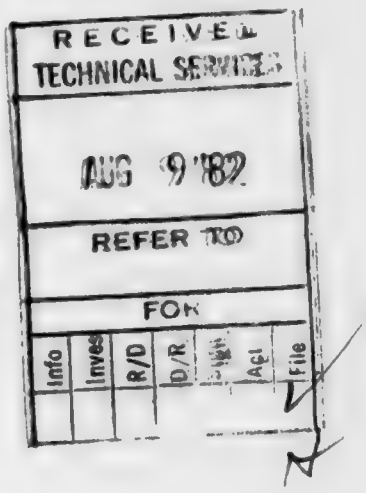
In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy



Form 734-3122

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Kirk Fox
Carpenter Supervisor

DATE: August 6, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

SUBJECT: Justice Center
Oregon State Police
Crime Lab
Moving to Justice Center
File 46993
FAP No. I-205-7(76)312
(JAIL)

Last September we discussed the possibility of having your crew move the Oregon State Police Crime Lab (cabinets, equipment, etc.) from their present location to the new Justice Center in Portland. It now appears that this move would occur about a year from now and we still plan on having you do the work.

The installation of walls, finishes, electrical, etc., will be done by the Justice Center construction contractor as Phase I of the Crime Lab work. The moving of cabinets, equipment, etc., from the existing location (Portland Police Building) to the Justice Center, the remodeling of cabinets, and the installation of cabinets and equipment into the Justice Center would be done by you as Phase II of the Crime Lab work. This work includes hookup of utilities at each cabinet location as required.

I am enclosing two sets of plans and specs for the Phase II work. Please review these documents and provide me with an update of your original estimate of the cost to do the Phase II work. As indicated in the documents, the work must be done in a manner which will allow the State Police to operate at least a partial lab at either the existing location or the Justice Center at all times.

Your cooperation in this matter is greatly appreciated.

RWE:jh
enc.

cc: E. S. Hunter
J. B. Boyd
Fred Lucht
John McCarthy w/attach.

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TECHNICAL SERVICES
AUG 6 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

125.1387

#9294

August 6, 1982

City/State Project Management Agreement for the Justice Center, Phase III. (Contract No. 18375)

SEE: CON 21-2 - I-205 - Sandy-Glisan - Sp.

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 6, 1982

John McCarthy, Project
Manager
Turner Construction Co.
1221 SW First
Portland, OR 97204

RE: Justice Center
Police Floor Changes
Budget
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

This will confirm my statement via telephone, this date, that the maximum amount of money available for Police floor changes is $100,000, not including the City Emergency Command Center. Earl Bradfish (City of Portland) today supported (be phone) Mr. Mike Kutter's earlier statement (August 3, 1982) that $100,000 is the limit on these changes. Earl will inform Lt. Brookes of the City Police about this limitation prior to your meeting with all parties early next week.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Earl Bradfish
Mike Kutter
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
AUG 6 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 5, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-331: Provide lights and switches in garment conveyor room.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
AUG 6 '82
REFER TO
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 5, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 27
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 7457

Dear Earl:

Attached for your file is a fully executed copy of Supplement No. 27 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, this is a City only cost within the City/State Guaranteed Maximum Price Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1982

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-293: Revise gyp board wall closures from sheet metal type to gyp board type

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter ✓
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 2, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-290: Cut off sidewalk dowels

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICE
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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-289: Provide spreader beam in Room 2028

C3-292: Add insulation to exterior wall of Stair No. 10

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 3 '82
REFER TO
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

August 2, 1982

NOTED
H.S.COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-321: Modify Steel stair assembly (Stairway 1 and 2)

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
AUG 3 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9214

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 30, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison, PE, PLS
Project Manager

R.W. Ellison

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 2 '82
REFER TO
Schwartz
FOR
Info | Invest | R/D | D.E. | Sign | Act | File

SUBJECT: Justice Center
Phase III Construction
Toilet Rooms and Uninterrupted
Power Supply Room
(Nonparticipating Category)
File 46993
FAP No. I-205-7(76)312 (JAIL)

I again direct your attention to the "nonparticipating" category in the final engineer's estimate for the Justice Center (Phase III). It appears that the toilet rooms, janitor sinks and uniterrupted power supply room were incorrectly assigned to the "nonparticipating" category and should be reassigned to the correct owners. In attempting to determine why these items were placed in that category, I find a lack of documentation. Conversations with the Construction Manager does give some clues, however. The items were included in the construction documents by addenda. At that time the main thrust of activities was concentrated on efforts required to revise the construction documents and receive bids. It appears that there was no specific approval or disapproval of these items by the FHWA at that time. Instead of using critical time to hold the meetings and discussions for necessary assignment, the items were put into the nonparticipating category to be considered for final distribution to owners at a later time. The items could have been put into the federal participating category to be held for later consideration but it was our policy not to include items which had not received specific FHWA approval.

It is now time to remove these items from the nonparticipating category and assign them to their proper owners. During the bidding process it was discovered that floor LL2 was lacking a janitor sink and one was added in room L2024 (see addendum 3, drawing R-39). Since the sink was added into a federally assigned area, the cost was also assigned to FHWA on that same basis.

At the same time it was discovered that floor LL1 was lacking a toilet outside the secure area and a janitor sink in the mechanical space (room L1005). Since non-detention personnel are not normally allowed to use facilities within secure areas, nonsecure facilities were added to the floor prior to receiving bids on Phase III (addendum 3, drawing R-41). The new toilet room (L1127) costs are reassigned on the same basis as the original costs of the LL1 floor space (80% Federal, 1.3% State, 12.5% County, 6.2% City). The janitor sink is assigned on the same basis as the original cost of the mechanical space it is within. (49% Federal, 11% County, 40% City).

It was also discovered that a toilet facility and janitor sink for floor 9 was inadvertently omitted. These were added by addendum No. 3. The toilet room (9004) and sink (addendum 3, drawing R-40) were added in room 9001 (mechanical) and are now assigned to the owners on the same basis as the original cost of the 9th floor (9% City, 4% County, 87% DDC).

By addendum No. 2 an uninterrupted power supply (battery) room was created on the 9th floor. This was done by walling off a corner of room 9003 (see addendum 2, drawing R-17) to create the isolated space required by code. The function of this UPS system is to power the sprinkler solenoids for the cells on LL1 and floors 4 through 8. The UPS room is assigned to the owners on the same basis as the ownership of the cells involved (94.24% Federal, 5.33% County, 0.43% State). The Construction Manager concurs with the reassignment as shown on the attached summary. Your concurrence in this reassignment is requested.

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Fred Miller
H. S. Coulter
D. H. Moehring
V. E. Skoog

JUSTICE CENTER
Phase III Construction

Nonparticipating Costs
Reassignment Summary

A. Additional Toilets, etc.
LL2 Janitor's Sink - Room L2024 (Addendum 3 - drawing R-39)

City	County	DDC	State	Total
0	0	$1,000	0	$1,000
0	0	100%	0	100%

B. LL1 Toilet Room - 1127 (Addendum 3 - drawing R-41)

City	County	DDC	State	Total
$527	$1,062	$6,800	$111	$8,500
6.2%	12.5%	80%	1.3%	100%

C. LL1 Janitor Sink - Room L1005 (Addendum 3 - drawing R-41)

City	County	DDC	State	Total
$400	$110	$490	0	$1,000
40%	11%	49%	0	100%

D. 9th Floor Toilet Room (New room 9004) & janitor sink, (Addendum 3 - Drawing R-40)

City	County	DDC	State	Total
$855	$380	$8,265	0	$9,500
9%	4%	87%	0	100%

E. 9th Floor, Uninterrupted Power Supply (Battery) room.

City	County	DDC	State	Total
0	$533	$9,424	$43	$10,000
0	5.33%	94.24%	0.43%	100%
Totals	$1,782	$2,085	$25,979	$154	$30,000

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

NOTED
E. S. HUNTER

July 28, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-275: Contractor claim for adjusting 11th floor shoring

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUL 29 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

1214

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.

July 26, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-314: Revise steel framing for 10th floor detention elevator room.
C3-315: Revise east wall of room 2028.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
JUL 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

92 14

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 26, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-318: Contractor Claim for redetailing penthouse steel frame.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUL 27 '82
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Form 734-3122

9291

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

July 21, 1982

NOTED
E. S. HUNTER

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-313: Core holes for hydraulic lines at courts elevator.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.
Jack Cornwall w/attach.

RECEIVED
TECHNICAL SERVICES
JUL 21 '82
REFER TO
FOR
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

July 21, 1982

NOTED
E. S. HUNTER

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Change Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a revised copy of Contract Revision Authorization C3-259 (relates to County owner change request No. 25) showing corrected financial responsibility. This correction is in accord with our telephone conversation of July 20, 1982.

Very truly yours,

/Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter ✓
J. B. Boyd
John McCarthy w/attach.
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUL 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

July 19, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-310: Audio signal cut-offs at detention control panels.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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TECHNICAL SERVICES
JUL 20 '82
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Form 734-3122

9294

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 16, 1982

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Additional Costs
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

This will confirm my verbal authorization of July 14, 1982, for you to print approximately 58 sets of Phase I Crime Lab Plans and 20 sets of Phase II Crime Lab Plans at a cost to the State not to exceed $330.00.

I am also hereby authorizing you to revise the sign system and layout as required by changes being made on Police floors 11 through 16. In accord with your letter of June 25, 1982, this is to be at a cost to the State not exceeding $3,690.00.

Redesign of the Police sign system so that it is standard with the sign system in the Portland building is not authorized.

A supplemental agreement covering the above authorizations will be forthcoming.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Mike Kutter
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUL 16 '82
REFER TO
Info | Init. | R/D | Sig. | Act | File

Form 734-3122

9294

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 16, 1982

Mike Kutter, Building
Project Coordinator
City of Portland
Office of General Services
Rm. 400, City Hall
1220 S.W. 5th Avenue
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Signing Revision
Police Floors
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mike:

Your letter of July 9, 1982, correctly points out that the design cost for revisions to the signing system (on Police floors) as required by floor plan changes are to be within the Guaranteed Maximum (Fixed) Price Agreement. The design of these signing changes is considered to be a part of "replanning the Police Facility" which is included under the agreement. Sign design revisions necessary to standardize Police signing with signing in the Portland building would be outside the Guaranteed Maximum (Fixed) Price.

I will authorize the Architect to redesign the signage as necessary to be compatible with the Police floor plan changes. I understand that the City does not desire to incur the extra cost of standardizing Police floor signage with the Portland building signage. Design work for such standardization will not be authorized unless I hear differently from you regarding financing.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Cornwall

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TECHNICAL SERVICES
JUL 16 '82
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FOR
Info | Issues | PyD | D&R | Sign | Asst | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 15, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Parternship
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-291: Interface between detention electronics panel and elevator controls.
C3-303: TV cable conduit for 4th floor day rooms.
C3-306: Install motorized valves for sprinklers in day rooms.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUL 16 '82
REFER TO
FOR
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1982

In Reply Refer to File No.:

Brooks Gunsul, Partner
Zimmer Gunsul Frasca
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Brooks:

Completion of the Final Design Report or narrative for the Justice Center by Jack Cornwall, has been delayed and delayed beyond all reasonable limits. This delay has now become critical and threatens to delay detention electronic construction and result in a delay claim from the contractor. This report has been recorded as an unresolved item in the Construction Manager's Monthly Reports since July 31, 1981, a period of almost one year. It was a matter of concern prior to that date. During each owners meeting Mr. Cornwall would promise completion the next month.

The critical nature of the detention electronics portion of the report was recognized a few months ago and Jack Cornwall was requested to complete that part separately in order to avoid a delay problem with the contractor. This has not been accomplished.

The County has always indicated they require the detention electronics narrative in order to be assured that the detention electronics system as constructed will respond to their needs. The County continues to state that they cannot "sign off" on the detention electronic plans until they are sure the system is satisfactory. In other words, they cannot "sign off" until the detention electronics narrative is complete. Jack Cornwall has been repeatedly reminded of this requirement and has constantly assured the County with a continuing stream of promised and unmet completion dates.

I request that you intervene in this critical matter and expedite completion of the detention narrative in order to minimize any delay. The Final Design Report should be completed as soon thereafter as possible in order that this whole matter may be concluded and efforts concentrated on other current work.

RECEIVED
TECHNICAL SERVICES
JUL 15 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

I am particularly concerned that at the last meeting Mr. Cornwall indicated the preparation of the narrative was not a requirement but a courtesy on the part of ZGF. I want the detention electronics narrative report delivered this next week without fail.

We will look to you for settlement of any claims for delay relative to this matter received from the contractor.

Very truly yours,

J. B. Boyd, PE, PLS
Right of Way Manager

RWE:jh

cc: H. S. Coulter
E. S. Hunter
J. L. Sollis
Tuck Wilson
R. W. Ellison

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1982

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Phase III Construction
Contract 9294
Food Services System
Trays and Dishes
File 46993
FAP No. I-205-7(76)312
(JAIL)

The budget for the Justice Center includes a category called "non-participating". This contains items for which funding was not clearly agreed upon by the owners prior to award of the Phase III Construction Contract.

Due to economic conditions (the building contractors were "hungry"), activities at that time were concentrated on preparing to advertise the Justice Center Phase III Construction Contract. The schedule of bidding for other buildings in the Northwest made it obvious that our early ad date targeted a most opportune window in the overall bidding schedule. The low bid we received proved that our timing was correct. This intense activity required to prepare for advertising left insufficient time to complete negotiations as to final ownership of several items which were then lumped together in a "non-participating" category.

Two of the items in this category are trays and dishes required for the food service system. I recently researched these items (see attached memo of July 12, 1982) and came to the conclusion that they should be removed from the "non-participating" category and reclassified as Federal Highway Administration responsibility. At the time they were classified "non-participating", the Federal Highway Administration had a general rule that loose items were not eligible for functional replacement. It appears that the trays and dishes were considered under that general rule

Form 734-3122

instead of being classed as part of the overall food service system. Since they are actually an integeral part of the overall food service system and since the food service system has been accepted by the Federal Highway Administration for use in the Justice Center, the trays and dishes should be accepted as part of the system.

Your concurrence that the trays and dishes are eligible for functional replacement funding as a part of the food service system is requested.

RWE:jh

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: July 12, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Food Service System
Trays and Dishes
File 46993
FAP No. I-205-7(76)312
(JAIL)

The food service system for the Justice Center includes the use of carts to transport loaded food trays (individual meals) from the kitchen to each pod on the typical housing floors and to the fourth floor. Such transport occurs prior to each meal.

During the owners meeting in early 1982 when decisions were made t who pays for what, the Federal Highway Administration accepted the food service system in general (as presented by the Architect's food service consultant) as suitable for use in the Justice Center under the functional replacement concept. The tray transport carts (specialty item for this system) was accepted under functional replacement but the trays, dishes and silverware were not.

On June 17, 1982, I discussed the trays, dishes and silverware with the Architect (Ernest Grigsby) and he confirmed the fact that the trays are special made to fit into the transport carts. He has investigated and found that the "off the shelf" trays available from various manufacturers will not fit into the carts. The trays especially made for the carts must be used with the carts. These special trays are manufactured with depressions which hold the individual food, dessert, etc., dishes. This is to keep the dishes from sliding around the tray during transport. The dishes are of special shape to fit into the tray depressions.

On July 12, 1982, I discussed with Ernie Grigsby (ZGF) the possibility of having designed the food service system to use "off the shelf" or owner furnished trays and dishes instead of the special trays and dishes which are designed for the carts. He indicated it could be done but the extra cost involved would exceed the cost of using the special trays and dishes. These would be special order carts which are a nonstandard operation for the manufacturer. The transport carts specified are an integral part of the food service system and are designed for use with the rest of the system. A special order cart would require changes to those portions of the system which interface with the carts in order that the system function properly with the carts. The resulting total extra cost involved precludes the use of "off the shelf" or owner furnished trays and dishes.

81-125-1387

Contains Recycled Materials

In order for the food service system to function properly the special trays and dishes must be used with the transport carts.

Since the Federal Highway Administration accepted the food service system and the transport carts as functional replacement items, it only seems logical that the special trays and dishes should be included as functional replacement also.

Standard silverware is compatible with the special trays and dishes, therefore, the silverware now in use at the Rocky Butte Jaill wil be re-lcoated for use in the new Justice Center.

RWE:jh
attach.
cc: Ernie Grigsby

1214

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

July 12, 1982

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

Attached for your information is a copy of a contract revision authorization I have written:

C3-37: Construct interior of crime lab

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUL 13 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

1971

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

July 12, 1982

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-295: Revise indicator lights outside of cells
C3-299: Add light switches & revise voltage to lights
C3-300: Correct misc. security problems
C3-301: Increase height of security walls
C3-302: Revise walls on 4th floor

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
JUL 13 '82
REFER TO
FOR
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RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

7294

ROW 12 files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 9, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 26
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Dear Earl:

Attached for your file is a fully executed copy of Supplement No. 26 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, this is a City only cost within the City/State Guaranteed Maximum Price Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach.

Form 734-3122

9241

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

July 7, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S. COULTER

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-209: Revised emergency power for non-detention doors in stair towers.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinsmith

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
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2294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

July 2, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 25
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5434

Dear Tuck:

Attached for your file is a fully executed copy of Supplement No. 25 to the State/Architect Agreement for the Justice Center. As noted in Exhibit "A" of the Supplement, this is a County only cost outside the County/State Guaranteed Maximum Price Agreement.

Very truly yours,

RWE

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
Bob Gormsen w/attach.
Dale Wilken w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:

July 2, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-294: Revise 13th floor columns to allow stair installation

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No

July 1, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Justice Center
Phase III
HFO.6-OR
Price Agreement No. 62
File 46993
FAP No. I-205-7(76)312
(JAIL)

Your memorandum of April 20, 1982, corrected an oversight on our part, relating to the cost assignment of Price Agreement No. 62. We concur in the adjustment in conformance with Federal Regulation, however, we feel the amount attributable to Federal reimbursement is $16,683.73, with Federal funds amounting to $11,024.61.

Our computations supporting the above amounts are attached for your concurrence.

RK:jr
Attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
C. T. Keasey w/attach.

Form 734-3122

1981 Justice Center, Phase 3 9294
in Portland. #4

C+Q 5439

6-1-82

3-16-82

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 30, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are two contract revision authorizations I have written:

C3-289: Add spreader beam Room 2028

C3-293: Gyp board wall closures in place of sheet metal closures on non-secure gyp board walls

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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TECHNICAL SERVICES
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REFER TO
FOR
Info | Jones | R/D | D/R | SR | Agt | File

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1982

In Reply Refer to
File No

Mike Kutter, Building
Project Coordinator
City of Portland
Office of General Services
Rm. 400, City Hall
1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Signing Revision
Police Floors
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mike:

Your letter of June 16, 1982, requested information regarding signage changes for the Police floors of the Justice Center.

The attached letter from the Architect quotes a total price, not to exceed $6,453 for design of the signage change.

I have discussed the matter of responsibility for this additional cost with Mr. Bruce Boyd (Oregon Department of Transportation). It is his opinion that since the contract plans contain a complete signage system based on Police requirements at the time of design, any changes therefrom are the City's cost outside the guaranteed maximum price. This would include both the design cost quoted herewith and the cost for the contractor to make the change. The contractor cost will not be known until the revised plans are available for his review and pricing.

If you desire this change, I will write a supplement to the State/Architect Agreement to cover the redesign costs.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR
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Form 734-3122

ROW 12

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

June 30, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-292: Insulate exterior wall at Stair No. 10, 1st floor

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 24, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-287: Add CMU chase wall in Rooms 4110 and 4026.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
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Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No

June 22, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-268: Extend control room wall to structure
C3-284: Increase capacity of master fire alarm panel
C3-286: Revise exterior precast panels (3rd floor)

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
JUN 22 '82
REFER TO
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

June 17, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-179: Change locks on various doors.

C3-262: Change lights over loading dock.

C3-282: Replace call buzzer with light for visiting rooms.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager

Ron Kleinschmidt

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 17 '82
REFER TO
Schwartz
FOR
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ROW 12

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

June 15, 1982

NOTED
E. S. HUNTER

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-281: Change type wall behind newsstand in 3rd Avenue lobby area

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 15 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

June 10, 1982

Jack Cornwall
Project Architect
Zimmer Gunusl Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Architect/State Agreement
Construction Phase
Additional PAE Compensation
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Your letter of May 19, 1982, requests additional compensation for your consultant (PAE) to attend mechanical/electrical construction coordination meetings. As you indicated, the meetings were requested by the Contractor. One of the main reasons for the request was to resolve questions arising from incomplete and confusing plans and specs. I recently attended one of these meetings and it appears that the majority of the items are brought up for the same reason. I believe the additional information required from your consultant (PAE) at these meetings comes under the "errors and omissions" clause of our agreement. The agreement states that this work will be done at no cost to the State.

Our agreement does include PAE attendance at meetings. I assume this covers the portion of the mechanical/electrical meetings which may not come under the "errors and omissions" clause.

I believe the cost estimate you present is excessive for two reasons:

1. The time period covered by the estimate includes all of 1983 instead of the next eight months (through January 1983) as described in your transmittal letter. My discussions with the Construction Manager indicate that the meetings may not extend through January.

RECEIVED
TECHNICAL SERVICES
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Form 734-3122

2. The estimate indicates meeting of three hour duration. The meeting I attended lasted only one hour for PAE. The Construction Manager indicates this has generally been the case.

In view of the above your request for additional compensation must be denied.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
John McCarthy

ROW 12

9294

STATE OF OREGON

INTER-OFFICE MEMO

TO: Vern Skoog
Highway Controller

DATE: June 9, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R.W. Ellison

SUBJECT: Justice Center
Phase III
Authorized Signature
File 46993
FAP No. I-205-7(76)312
(JAIL)

This memo is written to request authorization for the Project Coordinator on the Justice Center Project (Ron Kleinschmit) to sign the designated documents for the Project Manager. This will expedite the handling of these items:

1. City of Portland Parking Invoice
2. Parking Permit (State)
3. Storeroom Order
4. Field Purchase Order
5. City of Portland Electric Bill

NOTED
E. S. HUNTER

RK:jr

cc: E. S. Hunter
C. T. Keasey
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
JUN 10 '82
REFER TO
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ROW 12

9244

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 8, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Construction Phase
Additional PAE Fee
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Your letter of May 19, 1982, requested compensation for an additional 51 man-days of work for checking shop drawings and DCVRs for your consultant, PAE.

You indicate that 36 man-days were spent answering project DCVRs. You further indicate that you understood that Turner would have people available to handle DCVR matters and that you, therefore, were "ultimately willing" to reduce the mechanical and electrical fee for the Construction Phase. In reviewing the information you provided during fee negotiations, I find that the reduction for the item "Shop Drawings and Submittals" was only 5 man-days out of an original total of 108 man-days. Based on this it appears that your ultimate reduction for any work to be done by Turner under this item was rather insignificant. You apparently had concluded that your work of checking shop drawings and submittals would be about the same regardless of Turner's participation.

Pursuant to your request for compensation for answering DCVRs, I have discussed the DCVR procedure with our Construction Manager. I am informed that you recently elected to answer all DCVRs. Prior to that time the Construction Manager was handling many of them. Your election to handle all DCVRs is a unilateral decision, not a mutual agreement, and does not warrant additional compensation.

I am also informed that the majority of the DCVRs were design oriented and most were originated because of errors or omissions in the Contract Documents. The Architect/State Agreement states that such items are to be rectified by the Architect at no cost to the State.

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TECHNICAL SERVICES
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R/D
D/R
Sign
Act
File

Form 734-3122

I am further informed that use of DCVRs has been terminated in the mechanical/electrical area.

The data presented by PAE indicates shop drawing processing is estimated at a total of 70 man-days and DCVR processing at 36 man-days. This is a total of 106 man-days which is 2.75 man-days in excess that the total shown in our Supplemental Agreement under the item, "Shop Drawings and Submittals". Reducing the actual DCVR time by the amount spent on "errors or omissions" work will bring the total to less than that indicated in the Supplement.

In light of the above, it appears that additional compensation is not warranted.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
John McCarthy

ROW 12

4294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

June 8, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-277: Add lateral bracing to trolley beam over transformer vault

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
JUN 8 '82
REFER TO
FOR
Info | Inver | R/D | D/R | Sign | Act | File

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 8, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
E. S. HUNTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-278: Contractor claim to extend air ducts for east lobby

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUN 9'82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

June 7, 1982

Nelson L. Walker
Hibbard, Caldwell, Bowerman,
Schultz & Hergert
Attorneys at Law
P.O. Box 667
Oregon City, Oregon 97045

RE: Justice Center
Copies of Contracts
Phase I, II, III
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mr. Walker:

Your letter of June 1, 1982 requests copies of the three contracts for construction of the Justice Center.

We do not have additional copies in stock and will have to xerox the documents for you. The total amount involved is approximately 1,925 pages. Our standard fee for such copying is 15¢ per minute labor cost plus a 10¢ per page copy cost. Our copy center has established a time of one hour to perform this work. The charges would therefore be:

Labor:	60 minutes @ 15¢/minute =	$ 9.00
Page Cost:	1,925 pages @ 10¢ each =	192.50
Total Cost		$201.50

Upon receipt of your payment in this amount we will make the copies and send them to your office.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter w/attach.
V. E. Skoog w/attach.
J. L. Sollis w/attach.
J. B. Boyd w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 8'82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

HIBBARD, CALDWELL, BOWERMAN, SCHULTZ & HERGERT
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
OFFICE ADDRESS 710 CENTER STREET
MAILING ADDRESS P O BOX 667 • OREGON CITY, OREGON 97045
PHONE 503-656-5207

CLARK I BALFOUR
DONALD B BOWERMAN
JOHN C CALDWELL
PATRICK J GREEN
RONALD E HERGERT

GEORGE L HIBBARD
PAUL D SCHULTZ
NANCY S TALIMAN
NELSON L WALKER

June 1, 1982

Mr. Robert Ellison
Department of Transportation
State Transportation Building
Salem, Oregon 97310

RE: Justice Building
Portland, Oregon
Our File 04879-001A

Dear Mr. Ellison:

I understand from our telephone conversation that Todd Building Company was the prime contractor on the Justice Center project in March of 1981; Wagner Construction Company was the prime before Todd; Hoffman Construction Company took over sometime in the summer of 1981.

Would you please send me a copy of the state's contract with each of these three firms.

Thank you for your consideration in this regard.

Very truly yours,

Nelson L. Walker

NLW/km

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN - 2 1982

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply refer to
File No

June 3, 1982

NOTED
E. S. HUNTER

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-269: Revise Rooms 4096 and 4098 to accommodate X-ray film processing machine

Very truly yours,

F. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 4 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 3, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-267: Change door 10012 to detention type
C3-270: Provide 1 light and 2 switches on 4th floor.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
JUN 3 '82
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

ROW 12

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 3, 1982

In Reply Refer to
File No

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-173: Provide electric domestic water shut-off for 3rd floor holding facilities

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JUN 4 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

The attached letter from Ron Stewart to PAE enumerates items which "were requested by the City of Portland in their original program but have not been included in the Construction Documents." The transmittal notice attached to the letter (transmittal dated May 25, 1982 and signed by Peter Alef) indicates the items are being incorporated "into the 12th floor mechanical and electrical drawings to be issued with the current owner changes." These items appear to be omissions in the contract documents.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinschmit

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
JUN 1 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

files

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 1, 1982

MISC. CONTRACTS and
AGREEMENTS No. 5439

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Architect/State Agreement
Supplemental No. 24
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached for your file is one completed copy of Supplemental

Agreement No. 24.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron K Carmichael

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
Bob Gormsen w/attach. ✓
J. B. Boyd
V. E. Skoog w/attach.
Dale Wilken w/attach.
Earl Bradfish w/attach.

6-2-82
[illegible]

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUN 1 '82
REFER TO
FOR
In Reply Refer to File No.:
Info | Inves | R/D | D/R | Sign | Act | File

May 28, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S. COULTER

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-265: Provide light in dumbwaiter machine room.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter ✓
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 28, 1982

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
Attorneys at Law
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-212: Revise 12th Floor layout

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 1 '82
REFER TO
FC
Info | Invest | R/D | D/K | Sign | Appr | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUN 1 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

In Reply Refer to File No.

May 28, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-266: Provide 10 gage diffuser grills in detention rooms on LL1.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 27, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
State/Architect Agreement
Supplemental Work
Floors 12-16
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

This will confirm my verbal authorization for you to proceed with revisions to floors 12 through 16 of the Justice Center. This is a continuation of the planning process you have developed with the City Police and the Construction Manager. The work should follow the schedule previously prepared by the Construction Manager.

Please provide me with the usual quotes for this work as soon as possible.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 27 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 27, 1982

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-253: Delete wide flange mounting beam for coiling door on exit ramp

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 28 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 25, 1982

In Reply Refer to File No.:

Mike Kutter
Building Project
Coordinator
City of Portland
Office of General Services
Rm. 400, City Hall
1220 S.W. 5th Avenue
Portland, Oregon 97204

NOTED
E. S. HUNTER

RE: Justice Center
Phase III Construction
Contract 9294
City Police Facility
Locker Change
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Mr. Kutter:

I have your letter of May 14, 1982 regarding a change in lockers for the City Police facility. By copy of this letter I am forwarding the change to our Construction Manager who will obtain a price from the contractor. If the price is for no cost or a credit, the change can be made within the City/State Guaranteed Maximum Price Agreement. If additional cost is involved that cost will be outside the Guaranteed Maximum Price Agreement to be financed with other City funds.

A system for initiating owner changes has been established for this project and has been in use for some time. A form entitled "Justice Center Phase 3, Owner Change Request No. ____", has been approved by all owners as the official manner in which to request a change. The upper portion of the form, including the block entitled "owner" is filled out by the owner requesting the change. That owner then forwards the request to the Construction Manager (Turner) for further processing. This process has been used on all past City initiated changes.

Please initiate an "Owner Change Request" to cover the change in Police lockers. All future changes should be initiated in a similar manner.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy w/attach.
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
MAY 26 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 24, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a revised contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company Contract). This revision includes the following:

C3-46 (revised): Remove doors and add ladder to mechanical shaft instead of making doors secure type

This is an alternate solution to the security problem in the mechanical shaft and is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAY 25 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jh
attach.

cc: H. S. Coulter ✓
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 20, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-200: Add electric power to detention control panels and building automation

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Klemsahmil

RECEIVED
STATE HWY ENGR
MAY 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RK:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 20, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-252: Provide wall carpet in Room 2063

I also enclose a copy of Owner Change Request 24 (County) upon which I have noted a revision in funding for this item.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinschmit

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy w/attach.
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 20 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 20, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-80: Modify Security System (Detention Electronics).

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, all Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleeman

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 20 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

93(42)

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 19, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-11: Credit for deletion and revision of ceiling tile work relative to 1% for Art work.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter ✓
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 19, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision

I have written:

Turner Change No.	Description
C3-220	X-ray Transformer

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinsmith

RK:jh
attach.

cc: E. S. Hunter
C. T. Keasey
J. B. Boyd
Cliff Christianson
John McCarthy
Jack Chapman w/attach.

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

May 18, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-259: Relocate fire alarm panel and control panel for LL1 sprinkler abort system.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 18, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-180: Provide three under counter refrigerators for fourth floor serveries

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinschmidt

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

May 17, 1982

In Reply Refer to File No.:

Norma Gleason
Public Art Consultant
Metropolitan Arts Commission
Corbett Building, Room 314
430 Southwest Morrison St.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
1% for Art
Expenditures & Credits
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Norma:

In accord with our telephone conversation this morning, I understand the accounting for the 1% for Art funding is now as follows:

Artist contracts (firm contracts):

Dusenbury	$150,000	
Carpenter	69,234	
Mapelli	50,000	
Shamsud Din	20,000	
Bronson	10,000	
Johnson	9,300	
Mason	10,000	
Bunce	15,000	
Eagle & Shipping	18,018	
Sub Total		$351,552
Eagle post installed (est.)	5,000	
Art Lighting & Support (est.)	20,200	
Semi-finalist fees & travel	26,423	
Sub Total		$403,175
Credits (Est. from construction contract)		(-) 20,200
Total Cost & Credits		$382,975
Contingencies		18,400
Total 1% for Art Budget		$401,375

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It is my understanding that all MAC/Artist contracts for 1% Art have been awarded.

Thank you for your efforts in advancing the 1% program this far. With your continued efforts I am sure the program will obtain art which will help enhance the Justice Center.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
D. E. Wilken
Tuck Wilson
Earl Bradfish
John McCarthy
Jack Cornwall

9294

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 17, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company Contract). This revision includes the following:

C3-260: Revise and add toilet accessories on Floor 1.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 14, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-255: Provide low temperature ballasts for outdoor recreation lights.

C3-256: Provide drain for planter irrigation line.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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9294

L.

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd, PE, PLS
Right of Way Manager

DATE: May 13, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

SUBJECT: Justice Center
Phase III
Contract 9294
Payments to Contractor
Comparison with Turner
Project Model
File 46993
FAP No. I-205-7(76)312
(JAIL)

Attached for your information is a copy of our Construction Manager's latest comparison of contractor payments with the estimated amounts identified on the Construction Manager's model for the project. As indicated, the actual total work in place amount exceeds the projected total work in place amount. This is attributed to an increase in productivity for man month over that anticipated.

I have noted recent articles in the Daily Journal of Commerce indicating a similar trend in other companies. In those cases the product quantity of the company remained approximately constant in spite of a reduction in man power. This is attributed to increased productivity by those individuals remaining with the company. Perhaps this is a sign of the times and a reflection of the current job market.

Those individuals who are employed certainly realize that if they don't produce there are three other workers waiting in line to take the job and produce. This type incentive is evidently resulting in an increase of productivity by the working force.

RWE:jr
Attach.

cc: E. S. Hunter w/attach.
D. E. Wilken w/attach.
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

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Contains Recycled Materials

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

RIGHT OF WAY ADMINISTRATION
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MAY 13 1982
M AM ADM HOR CA LS
PRS AS CE OS TA RUE
0 1 2 3 4 5

May 12, 1982

Mr. Robert Ellison
Oregon Department of Transportation
Rm. 110, Right of Way Section
Salem, OR 97310

Re: Justice Center Portland
Contractor Payment Requests - Phase 3
First Nine Months

Dear Mr. Ellison:

In keeping with our understandings reached with you and your auditing section, this letter will help clarify the current actual contractor payment requests with the estimated amounts identified on the Turner R.A.C.S. model.

Estimated Information

Month		Manpower	Amount*	Productivity/Man-Month
1	7/81	13 M/M	$ 88	$6800
2	8/81	21 M/M	141	6700
3	9/81	56 M/M	371	6600
4	10/81	71 M/M	497	7000
5	11/81	95 M/M	712	7500
6	12/81	113 M/M	856	7600
Avg. 1981		61.5 M/M		$7000
7	1/82	130 M/M	1,087	8400
8	2/82	147 M/M	1,248	8500
9	3/82	163 M/M	1,410	8600

Avg. to Date 90 M/M

Total W.I.P. 6,410

* Thousands

Actual Information

Month		Manpower	Amount*	Productivity/Man-Month
1	7/81	40 M/M	$ 748	$18,700**
2	8/81	71 M/M	756	10,600
3	9/81	84 M/M	846	10,000
4	10/81	94 M/M	916	9,700
5	11/81	103 M/M	1,114	10,800
6	12/81	118 M/M	929	7,900
Avg.	1981	85 M/M		$11,300
7	1/82	117 M/M	1,186	10,100
8	2/82	138 M/M	1,293	9,400
9	3/82	135 M/M	1,235	9,100
Avg. to date		100 M/M		10,700
Total W.I.P.			9,023	

The following facts can be drawn from the above information.

1. The total Work-in-Place actual amount ($9.023 million) exceeds the total Work-in-Place estimated amount ($6.410 million) by approximately $2.6 million.

2. The average actual productivity per man-month ($10,700) exceeds the estimated productivity per man-month ($7,500) by approximately $3,200.

3. The average actual manpower per month (100) exceeds the estimated manpower per month (90) by approximately 10.

4. The last three months of the Project 1/82, 2/82, and 3/82 show less men actually working (117, 138, 135) than estimated (130,147,163).

5. The R.A.C.S. chart estimates the critical path construction (Structural Frame at this time) to be approximately three-fourths complete with the seventh floor (data date through 3-31-82).

Analysis

1. By 3-31-82 the Project had actually progressed to be 20% complete with the nineth floor. Critical path work is approximately six weeks ahead of the R.A.C.S. projection (see Facts item #5).

2. Decreased manpower in the past three months of the Project seems to have no negative effect as yet since the productivity per man is considerably higher than estimated (see Facts item #2).

3. The total amount of work in place (see Facts item #1) is consistant with the fact that the Project is ahead of schedule on the critical path.

Conclusions

As long as productivity remains high for the reduced manpower, the Project will suffer no negative effects. Turner is watching this matter closely.

All scheduled activities have occurred on time, indeed, most have occurred ahead of schedule.

Offsite manufacturing and payment of expensive exterior pre-cast wall components is proceeding satisfactorily in anticipation of heavy work-in-place months when these panels are installed on the building.

We find the Project at this time is proceeding satisfactorily toward completion.

Very truly yours,

J. P. McCarthy
Project Manager

cc: R. Nilsson - T.C.C. - SF
K. Rowell - T.C.C. - SF

File: Owner Correspondence
Pay Requests - H.C. Co.

-1294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1982

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General
Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE; Justice Center
Phase III Construction
Contract 9294
11th Floor Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

This will document your verbal approval of May 12, 1982 to proceed with the 11th floor changes as requested by the City Police. These changes were determined by Lieutenant Brooks in meetings with the Architect. Our Construction Manager has estimated the construction cost of the changes to be approximately $15,000 to $20,000. This is in addition to the $7,110 in Architect costs required for the redesign work.

I understand that you agree these costs are outside of the City/State Guaranteed Maximum Price Agreement.

In accord with your approval, I have instructed the Construction Manager to proceed with these changes in order to prevent costly delay to the project.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
Jack Sollis
J. B. Boyd
Tuck Wilson
John McCarthy
Jack Cornwall

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MAY 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apl | File

Form 734-3122

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Vern Hahn, Manager
ODOT Internal Audit

DATE: May 13, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R.W. Ellison

SUBJECT: Justice Center
Phase III Construction
Contract 9294
Project Documentation
File 46993
FAP No. I-205-7(76)312

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TECHNICAL SERVICES
MAY 14 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Bldg | Agt | File

Your letter of January 4, 1982, outlined "certain weaknesses" in project documentation as determined by your project review. Since that time considerable progress has been made in this area and the weaknesses have been strengthened. I realize considerable time has passed but I hesitated to write until significant progress had been achieved.

Procedures of both the State and Construction Manager have been reviewed and revised in line with your suggestions. The processes have been further reviewed by the Federal Highway Administration and found to be acceptable.

As indicated in my letter of April 23, 1982 to John Jenkins, Materials Engineer, we have initiated procedures which respond to the concerns he had previously expressed. These include additional inspections and testing by State personnel and quarterly documentation reviews by Materials Section representatives. The quarterly reviews allow the Materials Section to remain current as to the quality of documentation and allow current revision of procedures as may be determined necessary. I understand that these revisions have satisfied Mr. Jenkins' concerns relative to materials inspection and documentation.

The procedures and documentation relative to payments to the Contractor have also been reviewed and modified along the lines of previous suggestions from your office. Substantiation of monthly contract payments to the Contractor is based on the Construction Manager's productivity model for this project and is documented periodically. Project manpower data, materials use data, etc., is maintained and used in the productivity model comparison.

Price Agreement substantiation has been expanded to include status indication as a separate document which has been added for that purpose. Payment to the Contractor for Price Agreement work conforms to this documentation.

On-site materials on hand are being substantiated by monthly documentation of the Construction Manager's knowledge and evaluation of the items involved. This is in accord with your suggestion and it has, in some instances, resulted in the reduction of payment from that requested by the Contractor.

Contains Recycled Materials

The FHWA has conducted recent special reviews of the procedures and documentation which I understand were in response to a meeting between your office and FHWA. These reviews were made after most of the revisions to procedures and documentation were initiated. As you know from FHWA reports, they are satisfied with our Construction Manager's handling of the management, accounting and documentation of this project.

I believe that the concerns of both Mr. Jenkins and your office have been addressed and that the revisions to procedures and documentation provide adequate substantiation for materials inspection and contract payments.

Thank you for bringing these items to our attention and for the suggestions which helped in their resolution.

RWE:jh

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
John Jenkins
J. B. Boyd
Dale Wilken
John McCarthy

GENERAL FILES

9294

STATE OF OREGON

INTEROFFICE MEMO

ACC 5

RECEIVED
STATE HWY ENGR
JAN 4 '82
REFER TO
FOR
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TO: Robert Ellison, Project Manager, Rocky Butte Relocation Project (Justice Center)

DATE: January 4, 1982

FROM: Vern Hahn, Manager
ODOT Internal Audit

SUBJECT: Project Documentation

Background

John Jenkins, OSHD Materials Engineer, contacted our office to communicate his concern about quality control on the Justice Center construction project. Partly in response to Jenkins' request for assistance and in recognition of the magnitude of the contract amount, we included the project in the sample for our follow-up review to the "Contract Administration" audit. (The field work for the review was performed during November, 1981.)

During the course of our review of the system for the accounting for payments to the contractor, certain weaknesses were disclosed that we think should receive prompt attention. The purpose of this correspondence is to only highlight the weaknesses and possible corrective measures, not to design an adequate system. In our opinion, this design function should be performed by the Highway Division in tandem with the Construction Manger, Turner Construction.

I. Weaknesses in Substantiating Payments to Contractor for Contract Items:

Hoffman Construction, the contractor, submits a request for a progress payment for contract work to the Construction Manager. This request for payment is in the form of a computer printout with approximately 150 work items. Turner's staff evaluates the request by comparing each item to their knowledge of the work and determining the reasonableness of the request. For those items which Turner's staff thinks the request are not reasonable, the figure is circled on the printout. A new pay figure is entered by Turner.

In our opinion, there are weaknesses in this system. Progress payments must be accompanied by more than an itemized bill from the contractor. Payments should be supported by substantiating data and evidence that substantiating data was examined by the Construction Manager. For example, in that Turner certifies progress payments based upon the firm's (Turner's) model which is built around productivity figures for the various trades and average man-days, supporting data would be contractor's payroll and evidence that Turner's staff examined the payroll and compared it to the model's estimate. Other substantiating data could be supplied by the contractor. For example,

Contains Recycled Materials

it seems likely that the contractor has detailed records, such as the amount of concrete poured or amount of duct placed. Such support documentation could be requested of the contractor or Turner could examine the contractor's records and document the results of the examination.

One method of documentation could be for Turner to provide a one-line explanation or reference of each of the 150 items. For example, the reference might be a daily report which gives evidence that Turner's engineer acknowledged that the work was performed.

We would like to stress that there are various methods which could be utilized to substantiate progress payments, but that any method should fulfill the same criteria: 1) that there is clear, written evidence that the payment for each item was based upon some objective rationale; 2) that the rationale is documented so that it can be examined by auditors or others outside of the project; and 3) that there is evidence that the Project Manager is familiar with the system and periodically examines the documentation to determine how well it is working.

II. Weaknesses in Substantiating Payments to Contractor for Work Performed Under Price Agreements:

Currently, the contractor submits a request for payment for work performed under price agreements. This request is not substantiated by data which establishes that the work was performed or that Turner examined such data. We are of the opinion that requests for payments under price agreements should be substantiated in the same manner as regular contract work.

III. Weaknesses in Substantiating Payments to Contractor for Materials-on-Hand:

Materials-on-Hand payments are currently supported differently depending upon whether the materials are stored on-site or off-site. In our opinion, the support of off-site materials is adequate. The requests for payment are accompanied by bills of sale, delivery receipts, etc., which clearly establishes the type and amount of material. On-site materials are not supported by such documents. Without such documentation, we are concerned that the OSHD does not possess clear title to these materials. The establishment of clear title is an important principle to which all concerned must adhere. (Contract with Hoffman, Sec. 9.3.2) Perhaps an alternative other than

bills-of-sale, delivery receipts, etc., can be devised which is more in keeping with the practices common to the industry but still establishes title. One method might be for Turner's staff to examine the contractor's record and provide evidence of that examination.

IV. Budget-to-Actual Variances Need to be Identified:

The contract between Turner Construction and ODOT states that Turner, as Construction Manager, shall identify variances between actual and budgeted or estimated costs and advise ODOT whenever projected costs exceed budgets or estimates. This is not currently being done. Turner's staff drew this to our attention and has stated that it will be done in the future.

rw

Submited by: Mary Schlichtmann Mary Schlichtmann
Don Aman Don Aman

cc: Audit Committee:
H. S. Coulter
Fred Miller
Joseph S. Christian

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 12, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 SW 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 SW Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of two contract revision authorizations I have written.

C3-219 - Eliminate fire alarm speakers in detention areas.

C3-246 - Delete hood over autoclave in room 4040.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleemchmidt

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 12, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-181: Change fire protection system for cooking units on 10th floor kitchen.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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9294

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312
Justice Center

Date: May 11, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

On April 14, 1982, Mr. Christianson and I met with your audit staff to discuss their concerns following a November review and our February 17, 1982, inspection report. As a result of that meeting, Mr. Christianson was given a copy of Mr. Hahn's January 4 letter to Mr. Ellison and subsequently performed a follow-up review. The attached memorandum covers the follow-up review and supplements the previously referenced reports. It seems that the project accounting procedures have been modified to substantially cover the weaknesses noted by the audit team.

for Dale E. Wilken

Attachment
Memo, Christianson to Hossner, 5-11-82

cc:
OSHD (R W Ellison, R/W)
ODOT (V Hahn, Fin)

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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312
Justice Center
Progress Payments

Date: May 11, 1982

From: C. T. Christianson, Area Engineer

Reply to Attn. of: HFO.6-OR

To: Mr. Glenn K. Hossner, Field Operations Engineer

Following our April 14 meeting with the OSHD Audit team, I conducted a follow-up review of progress payment documentation by Turner Construction. The review was made on April 26, 1982 in conjunction with a routine project inspection. The review consisted of interview of Turner Construction personnel (primarily Russ Oberlander) and observation of documentation in support of progress payments. Some of the elements reviewed included Metal-fab, pipe and fittings, and selected Price Agreements.

It should be noted that this is a lump sum contract and the breakdown into work elements was done by Turner Construction in order to manage the job, monitor progress and control progress payments. Again it was confirmed that the procedures for assembling, documenting, and filing of support material was modified several months ago following the November, 1981 audit field review. Much of the data was available at that time but was not filed in a manner immediately retrievable as support for progress payments.

During this review I looked at worksheets prepared by the Contractor and by Turner Construction showing rationale and support of pay quantities. In every case the worksheets contained check marks, verification, calculations and/or corrections. All worksheets are signed and dated by an authorized Turner representative. I specifically reviewed the procedure on Price Agreement work. Most Price Agreements constitute modification to one or more work element and are accounted concurrently. Worksheets are cross-referenced and noted so correlation between contract work and Price Agreement work can be verified. A short explanation accompanies Price Agreement entries.

Regarding materials on hand, the on-site materials are still not documented with bills of sale or receipts. The worksheets, however, reflect a continuous verification of inventory with direct monthly reductions for materials lost through attrition (incorporated into work, theft, damage, etc.). These sheets are also dated and signed and contain adjustment calculations and verification check marks.

Because of the warehouse type operation for thousands of small items,

it is not possible to have an accurate inventory at any one time. Items are continuously being delivered and used. On-the-job management and knowledge is essential to estimating these quantities.

Due to the numerous day-to-day decisions and multi-agency coordination, the assembly of a more refined payment support system has not been a top priority. Such a system has, however, evolved through cooperative efforts of the Turner Construction personnel with Bob Ellison and myself. The State Audit team should now be advised that their concerns have been addressed. It is my opinion that the Turner staff is handling the management and accounting of this job in a satisfactory manner. It may also be appropriate to express our appreciation to the Audit Staff for their contribution to the financial management of this project.

C. T. Christianson

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 11, 1982

NOTED
H.S. COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-251 - Provide piping for sink, garbage disposal and dish washer in 10th floor kitchen.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
MAY 12 '82
REFER TO
FOR
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Sign
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Form 734-3122

ROW 12

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 11, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-117: Change floor covering from VAT to carpet in various Police rooms.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 12 '82
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FOR
Info | Invest | R/D | C/R | Sign | Apl | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 10, 1982

Jack Cornwall
Project Arhcitect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of four contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-247 - Provide safety tie-downs for window washer unit.
C3-248 - Camber "B" line beams on Floors 11 through 16.
C3-249 - Provide wheel chair ramp in Room L1061.
C3-250 - Provide return air grills in 4th Floor handicapped cells.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 11 '82
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FOR
Info | Invest | R/D | W/R | Prep | Act | File

Form 734-3122

9294

ROW 12

L.7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 7, 1982

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Contract Revision
Authorization
C3-150 Revised
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

You recently received a copy of the attached contract revision authorization for change C3-150 revised (copy attached) which called for the addition of a compressor and vacuum equipment for the dental facilities and indicated financial responsibility to be DDC. This authorization is canceled. It has been determined that this equipment is the responsibility of the County, not DDC. You will be notified if the County decides to add the equipment to the project.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 10 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apl | File

Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 7, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-114: Increase size of air supply duct to Crime Lab.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 10 '82
REFER TO
FOR
Info | Invest | R/D | Work | Appl | Agt | File

Form 734-3122

9214

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

May 5, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-244: Increase size of handicapped toilet (Rm. 10021) to accept wheelchairs.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
MAY 6 '82
REFER TO
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Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to File No.

May 5, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five contract revision authorizations which I have written against the Phase III Construction contract (Hoffman Construction Company Contract). These revisions include the following:

C3-154 Revised - additional water pressure reduction valves.
C3-237 - Revise type AA light fixtures to type cc light fixtures.
C3-243 - Non-typical precast panels 3rd floor north and south
C3-245 - Stain #21 revisions
C3-150 - Provide compressor and vacuum equipment

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items is to be done at no cost to the State.

Very truly yours,

for

R. W. Ellison, PE. PLS
Project Manager

Ron Kaunzelmann

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

Word H.S. COULTER

RECEIVED
STATE HWY ENGR
MAY 5 '82
REFER TO
FOR
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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

May 3, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Contract Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-243: Add exhaust fan in Room 1027.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 3 '82
REFER TO
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Form 734-3122

9294

ROW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S HUNTER

In Reply Refer to
File No.:

April 29, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-203 (Supplement) Conduit and wiring for food service equipment in Room 2075.

C3-237 Change type light fixtures over court room doors.

C3-242 Provide recessed container for fuel oil tank filler pipe and cap.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
APR 29 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: John Jenkins
Engineer of Materials

DATE: April 28, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

SUBJECT: Justice Center
Phase III
Contract 9294
Materials Inspection
Quarterly Reviews
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dave Glenn of the Construction Section has notified me that, contrary to my letter of April 23, 1982, that Section does have a minor interest in materials documentation reviews for this project. He has requested that the Construction Section be notified prior to each quarterly review in order that they may be present.

RWE:jh

cc: E. S. Hunter
C. T. Keasey
J. B. Boyd
Cliff Christianson

RECEIVED
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APR 29 '82
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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 27, 1982

Tuck Wilson
Erickson, Wilson,
Wolfe & Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision I have written.

Turner Change No.	Description
C3-231	Cell chase grate

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
C. T. Keasey
J. B. Boyd
Cliff Christianson
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 28 '82
REFER TO
FOR
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

April 27, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor, Suite 500
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision is:

C3-106 Polish precast planter panels

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RK:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
John McCarthy
Earl Bradfish w/attach.

RECEIVED
STATE HWY ENGR
APR 28 '82
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Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

NOTED
H.S.COULTER

April 26, 1982

In Reply Refer to File No.

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five (5) contract revision authorizations which I have written against Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-175 - Proivde additional HVAC controls equipment
C3-233 - Delete dowels at 4th floor
C3-236 - Correct to proper number, ash urns in elevator lobby
C3-237 - Revise floor drain type in Room 4118
C3-238 - Revise diffuser hookup boxes at rooms

They are necessary because of omissions or conflicts in the Construction plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinschmidt

RK:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
John McCarthy
Tuck Wilson w/attach.
Earl Bradfish w/attach.

RECEIVED
STATE HWY ENGR
APR 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3121

9214

STATE OF OREGON

INTEROFFICE MEMO

TO: John Jenkins
Engineer of Materials

DATE: April 23, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R.W. Ellison

SUBJECT: Justice Center
Phase III Construction
Contract 9294
Materials Inspection
Documentation Concerns

RECEIVED
TECHNICAL SERVICES
APR 26 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Apt | File

Your memo of December 28, 1981, expressed concerns regarding documentation of materials inspection. In response to that memo there have been several meetings, inspections of documents and revisions of procedures. I believe all the concerns in your memo have been responded to in the meetings or in writing. Procedures have been updated to provide the required inspections, documentation, samples, records, etc. These include additional independent sampling by State forces, modification to the Construction Manager's documentation procedures, increased spot checking of materials by myself with documentation, and quarterly review of materials documentation by a team from your office.

The quarterly reviews of inspection documentation were set up to provide a running current check on documentation procedures and to allow meaningful correction of procedures as may be necessary to provide the type, quality and adequacy of documentation required throughout the life of the project. The quaterly sessions also maintain an updated review of the documenation in order that a sign-off of the project by the Materials Section can be made within two months of completion of the project. Such sign-off will help facilitate processing the projects final paper work and allow final payment to the contractor within three months of completion of the project. This timely action is beneficial to both the State and the Contractor.

Mr. Zitzewitz's (Materials Office Manager) memo of April 13, 1982, documents the most recent quarterly inspection by the Materials Section which occurred on March 29, 1982. At that time the inspection covered all materials documentation through February 26, 1982. Any concerns with the procedures, type or amount of documentation resulting from these inspections are handled in a timely manner to insure that satisfactory documentation is kept current.

During the March 29 meeting, representatives of our Construction Section indicated they have no interest in materials inspection on this project and that final approval in this area will be the sole responsibility of the Materials Section.

I understand that you are satisfied with the materials inspection procedures and testing now being used. I believe that these procedures and the continued cooperation and review by the Materials Section will provide the materials inspection and documentation required to satisfy the needs of the project.

RWE:jh

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. B. Boyd
Vern Hahn
Cliff Christianson
John McCarthy

FILE: MAT
SC 9294

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: April 13, 1982

FROM: R. C. Zitzewitz
Materials Office Manager

SUBJECT: Justice Center - Phase 3
Contract 9294

RECEIVED
APR 1 1982

On Monday, March 29, 1982, 9:30 A.M. a meeting was held at Turner Construction's office to discuss concerns we had noted on Field Inspection Reports and Turner's reports for acceptance of materials received on the project.

Those in attendance were:

OSHD	Turner Construction Co.
Robert Ellison	John McCarthy
Ken Berg	Russ Oberlander
Charles Turner	
Robert Zitzewitz	

Concerns mentioned at this meeting were:

1. PA #21 Change mix design for the 7½" precast cell dividing walls from 4000 pounds to 5000 pounds by adding a half bag of cement per yard of concrete. The PA and the cylinder reports from Pacific Coast Fabricating do not agree.

   Turner Construction Co. is to check this question. Answer is pending.

2. Concrete Masonry Units Bid Item 04220, Report #1, refers to three CMUs that were tested in accordance with ASTM C90. These test reports are not available. Tests that were made were Prism Tests that are also required by the specifications and the Uniform Building Code. There is a letter on file from the supplier that the blocks are intended to be made in conformance with the ASTM C-90 specification.

   When the last shipment of CMUs are received the supplier will certify that the CMUs were manufactured to the ASTM C-90 specification. This statement should be backed up by test data.

3. Welding Clips Northwest Testing Laboratories Report 248900 dated March 12, 1982, referred to a visual inspection of welding clips to precast panels. The report states approximately 50% acceptable. It was stated by Turner Construction that the report was poorly written. It should have stated that approximately 50% of the clips were visually inspected and on this basis all clips were accepted.

   A corrected report is to be written.

4. Bid Item 15179, Fuel Oil Tank, FIR #1 Tank was not labeled with Underwriters Label as required. This report was written for general compliance with the approved shop drawings. It stated that field repairs were made. Repairs are documented in Turner's nonconformance Report #29. The nonconformance reports are filed in numerical order.

In the afternoon a review of Turner's report for acceptance of materials was made by Charles Turner and Bob Zitzewitz. This review covered the period up to February 26, 1982 on materials inspected for Sections 05120 through 16920. Items such as Concrete, Reinforcing Bar and Precast Concrete were not reviewed as this material is currently being placed and monitored by reports furnished by the suppliers, Northwest Testing Laboratories and the State of Oregon.

The following reports prompted some questions and they were discussed with Russ Oberlander after our review.

Bid Item 8710, FIR #1, Key Cabinet - Remark on FIR

Unable to check, no approved drawings.

Comment: This item was inspected off-site and a FIR will be written when the item is delivered to the project.

Bid Item 9650, Tile, FIR 1/29/82 Remark

Unable to check, color code not available.

Comment: This was an off-site inspection - all tile will be accepted by the approved manufacturer's coding.

Bid Item 11191, Detention Frames, FIR #1 - Remark

Unable to accept, Shop Drawing not approved.

Comment: Shop Drawings are now approved. FIR should be revised on basis of acceptance.

Bid Item 11192, Item #6 on FIR #3, Frames - Remark:

Screws sheared into Frame.

Comment: Items such as this are repaired on the project and could not be incorporated in the final work without repairing. A FIR should be revised noting that repairs were made or should be cross-referenced in the noncompliance log.

Bid Item 11195 "C", FIR #1, Duct Security Grills, Remark:

Rejected, unapproved drawings A-24, D-24.

Comment: Repaired on the project. We did not check this item for a nonconformance report.

Bid Item 16120, Copper Wire, FIR #1

This report accepted solid copper wire. Specifications stated that the copper wire shall be stranded. This was a change order issued for this item that allows solid copper wire to be used in nonflexible conditions. This change approval is documented in Turner's DCVR log.

This review indicated that Turner Construction Company Materials Received Files are well indexed as to bid item. Any discrepancies are listed on their noncompliance log showing the disposition made on noncompliance materials. All material specification change orders are filed in the DCVR Log.

qs

cc: C. T. Christianson
Robert Ellison
Turner Construction Co.
J. C. Jenkins

FILE: SC 9294
MAT

STATE OF OREGON

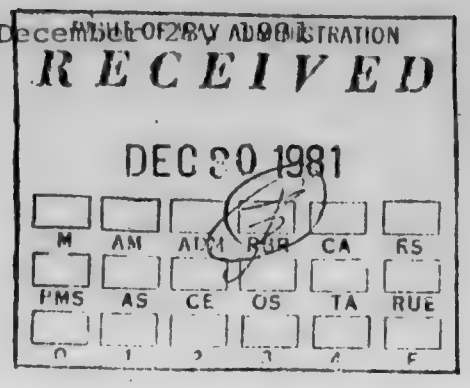
INTEROFFICE MEMO

TO: R. W. Ellison
Project Manager

FROM: John C. Jenkins, PE
Engineer of Materials

DATE: December 28, 1981

SUBJECT: Justice Center - Phase III
Contract 9294,
Documentation Concerns



During the meeting that we had in your office on November 23 it was suggested that we prepare a written list of concerns to be responded to, in writing, showing how they were handled. During the interim we have identified several concerns and have taken steps to resolve them. I'm sure that the following list will be expanded as the project continues, but this is what we are concerned about now:

1. Are concrete admixtures being used by Ross Island those which OSHD has approved? Do those reports on which "8 oz. Pozz" is not reported mean that 5 oz. Pozz was used?

2. There is a need to get adequate "daily" concrete samples for precast panels in Vancouver and Eugene. Arrangements have been made with Baird (Portland) and Jones (Eugene).

3. Resident Engineer needs to contact Region Materials in order to get record samples on cast in place concrete. See Ellison to McCarthy letter, 11-25-81. Also refers to precast panels, but if Baird and Jones are handling "daily" process sampling, they will be able to notify Region of need for record tests on time.

4. The ongoing inspections by city on electricals, plumbing, etc., need to be examined to determine their usability as "record" inspections, since they are performed by persons not directly responsible for the work. Would require written record of inspections.

5. Kleinschmit asked what the final test result summary on this job will look like. What does the TRS for Phase II look like? Both of these need to be thought out.

6. Would it be feasible for the Portland Inspection office under Wackerbarth to spot check materials arriving on the site as kind of a record sample? Most such checks would be visual and would not involve taking samples or making measurements. It would require communication between McCarthy and Wackerbarth and the Portland Inspection people becoming familiar with the submittal process and Turner Const. files. This needs to be discussed soon.

7. Check concrete delivery tickets for adequate documentation of mix ingredients.

8. Mix design data for cast in place concrete forwarded to Materials Section on December 16 have been analyzed. The statistical information furnished indicates good quality control. The designs meet the requirements of ASTM C94. However, the few instances of low concrete cylinder strength suggest that the mix designs may not have been followed. If the actual batch weights, including water, with field adjustments, were available for low strength batches such as Ticket No. T4-30281, a better analysis of the source of the problem would be possible.

Please let me know if you have any questions about these concerns.

JCJ:gs

cc: C. T. Keasey
V. Hahn
R. Pillsbury

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 23, 1982

John McCarthy
Project Manager
Turner Construction Co.
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Police Facility
Acoustical Screens
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

The attached letter from Earl Bradfish indicates the type acoustical screens the City intends to use on the police floors. The screens will be provided by the City.

Provision for power to these screens should be included in planning for the police floors. It is my understanding that in most instances such provision can be made under the existing construction contract without extra cost. In those cases where extra cost is involved (including architect services), please let me know as early as possible in order that I may obtain City approval for the expenditure. All such costs are outside the City/State Guaranteed maximum amount agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Earl Bradfish
Jack Cornwall w/attach.

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APR 26 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No

April 21, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Room 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

Attached for your information is a copy of a contract revision authorization I have written:

C3-212: Revise fire sprinkler system in Crime Lab.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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APR 21 '82
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FOR
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Form 734-3122

9292

For: OEHD (Mr Counts)

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon - Compliance Review
I-205-7(76)312 (Justice Center)
Hoffman Construction Co., RP & I General Contractors,
L. C. Pardue, Inc.
(Mr. Harris's memo, 4-6-82)

Date: April 20, 1982

From: Division Administrator

Reply to Attn of: HDA-OR

To
ATTN: Mr. M. Eldon Green, Regional Administrator
Mr. Willie Harris, Director, Ofc of Civil Rights

Mr. Harris's memorandum requested the State's response as to what it intends to do about the "misapplication of the intent" of 49 CFR concerning the counting of the RP & I General Contractors' MBE subcontract toward the 7% MBE goal on this project. Attached is the Oregon State Highway Division response indicating that - based on the information it has developed on industry practices, as well as the responsibilities of RP & I General Contractors on the project - the MBE is performing a commercially useful function on the project and the total amount of the subcontract will continue to be counted.

We have reviewed this matter at length in terms of the provisions of 49 CFR, the information provided by the State, and the general provisions of the Justice Center contract regarding subcontracting for this building construction project. We share your concern that actions taken concerning MBE subcontracting on this project not conflict with the intent of the provisions of 49 CFR on MBE subcontracting; that is to provide MBE's the opportunity and the experience to gain increasing activity and responsibility in the highway transportation construction program. However, we believe that for the situation that has been identified on this project the State has provided information that supports a favorable conclusion toward counting the total MBE subcontract.

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APR 21 '82
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Our review of 49 CFR indicates that primary indicators of the MBE performing a commercially useful function are (1) the MBE performing a distinct element of the work, and (2) industry practices. Another indicator is the amount of work subcontracted, but as no minimum percentage is specified we believe this indicator is related to normal industry practices.

good letter

The State's response describes the physical work being performed by the MBE based on the firm's experience. Further, the MBE is providing required administrative support and coordination for the overall subcontract -- that is, managing the overall subcontract. The RP & I General Contractors is held responsible by the prime contractor for completion of the overall subcontract. Unless one chooses to base

the "distinct element" on dollar amount, we believe it can be reasonably concluded that the MBE is performing a distinct element of the work through actually performing, managing, and supervising the work involved.

In considering industry practices, we believe it is important to examine the practices which are common to the building trades industry and which were previously considered in establishing a 12% minimum level for work by the prime contractor for the Justice Center. As indicated in the attachments to the State's response, this minimum was determined after evaluation of the practices of two other Federal agencies extensively involved in the building trades -- GSA and the U. S. Postal Service. Both agencies follow the requirements of Title 41, CFR, Federal Procurement Regulations, which prescribe 12½% of the work to be done by the prime contractor. However, both agencies have modified these requirements to a 12% minimum in their general contract conditions. Further, the general conditions used by the U. S. Postal Service provide that the Contracting Officer can approve a reduction in this percentage if it is determined that it would be to the advantage of the Postal Service. Also, the Project Manager for the Justice Center project advised during contract preparation stage that 12% is an accepted practice in private contracting. Finally, the Oregon Department of General Services does not require a minimum percentage of work to be done by the prime contractor.

We believe the basis for these minimums is the common practice of the building construction industry which has developed from the need for various specialty trades to be involved in the construction of a building. We also believe that this practice is common at various subcontracting levels, not just the prime contract level, and that considerations in this process involve work backlog, weather conditions, and other factors as decisions are made by subcontractors and prime contractors. We can find no information to indicate a practice by contracting agencies that would limit the extent of subcontracting by subcontractors under regular contract administration procedures. Consequently, it is our conclusion that the percentage of work subcontracted by RP & I General Contractors is in the range of industry practice and can be considered reflective of industry practice in building construction.

At your suggestion we have inquired of the Oregon State Highway Division as to the likelihood of a similar subcontracting arrangement on a typical highway construction project where FHWA regulations require the prime contractor to perform 50% of the work. We were advised that second-level subcontracting of the percentage found in this instance would not be expected or normal, but again would not be prohibited by the State's contract administration procedures.

Mr. Green, Attn: Mr. Harris, 4-20-82

To resolve the questions surrounding this MBE subcontract, we recommend the State's response be accepted as demonstrating compliance with 49 CFR for this building construction project. We will advise the State that MBE subcontracting should be reviewed for compliance with 49 CFR 23.47 in future contract compliance reviews; and where questions arise concerning the subcontractor's function or extent of work subcontracted, demonstration of compliance will be required. The State will also be advised that contractors should be informed of the requirements of 49 CFR 23.47 as part of its educational efforts on contract compliance.

/s/

Dale E. Wilken

Attachment
Ltr, 4-15-82, OSHD to FHWA
(includes Ltr, 6-2-80, OSHD to Zimmer Gunsel
Frasca Ptnrshp, and memo, 5-22-80, FHWA to OSHD)

WILKEN:mig

cc:
OSHD (Mr Coulter)

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 20, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

H.S. COULTER

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-154(Supplement): Revise grease trap to under counter type and eliminate floor sink (10th Floor).

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
APR 21 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312, P.A. #57
Justice Center, Phase 3
Contract 9294 (Your CON 5 #9294)

Date: April 19, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

By letter dated April 14, 1982, Mr. Keasey has requested approval of Price Agreement No. 57 establishing unit prices for partition walls. The price applies to addition or deletion and would seem to apply basically to areas financed by the City.

In the event that wall modifications are necessary in areas subject to Federal funding, we will expect cost support on a case-by-case basis. Such support may or may not conform to Price Agreement No. 57. For this reason we have not approved the Price Agreement. We have retained the submittal copy for information purposes.

for Dale E. Wilken

cc:
OSHD (C T Keasey, Const)
OSHD (R W Ellison, R/W)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9294

ROW 12

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 19, 1982

E. S.

Norma Gleason
Public Art Consultant
Metropolitan Arts Commission
Corbett Building, Room 314
430 Southwest Morrison St.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
1% for Art
MAC/Carpenter Contract
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Norma:

I am pleased to inform you that our legal counsel has indicated approval of the MAC/Carpenter contract for Justice Center 1% Art.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Jack Sollis

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9294

April 15, 1982

FHWA Compliance Review

SEE: PER 9 - Sp.

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 15, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-202: Detention elevator machinery support and holddown
C3-204: Relocate vent pipe
C3-224: Support for west lobby clock

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
APR 16 '82
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Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 14, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

E. S. Hunter

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-230: Revise hardware for police floor doors.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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9294

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 14, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, & Smitke
18735 S.W. Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a possible contract revision authorization I have written:

C3-187: Holes in present panels for intercoms and call buttons.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 15 '82
REFER TO
FOR
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

April 14, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-209: Emergency power for non-detention doors in stair towers.

C3-222: Machinery platform for elevator No. 4.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
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ROW 12

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1982

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Police Floor #12
Release for Fire
Sprinkler Installation,
etc.
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

I was very sorry to hear about Police Inspector Wayne Sullivan suffering a stroke last Thursday. Please convey my sympathy to him on your next visit.

Wayne had taken the lead in getting police floor layouts revised and released in a timely manner in order to prevent costly delay to construction progress. I understand that Wayne is not expected to return to work and that a replacement is to be appointed soon. I hope the replacement will be able to make layout revisions and release the floors on the schedule which Wayne helped establish. Such response is necessary in order to prevent costly delays. Our CM, John McCarthy, will be available to continue the assistance he was giving Wayne in this matter.

As I indicated to you by telephone, in order to prevent delay during the appointment of Wayne's successor, the CM will release floor No. 12, as designed, at the end of this week unless a revised floor is released by the City Police prior to that time. The Crime Lab layout will be per latest plans produced by the Architect.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

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TECHNICAL SERVICES
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REFER TO
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RWE:jr

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Cornwall

Form 734-1127

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 12, 1982

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
18738 S.W. Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Tuck:

Attached for your information is a letter from our Construction Manager. I am sending the attachment because it more completely describes the work and status.

Turner Change No.	Description
C3-190	Permanent fastenings for stools in interview rooms L1035 through L1041.

A revision authorization (half-slip) was previously sent to you.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
C. T. Keasey w/attach.
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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Form 734-3122

9214

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 12, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-189: Test for chloride in 5th floor slab.
C3-208: Provide damp proofing instead of water proofing for building frame.
C3-225: Cut edge of slab at south stairway on floor 2.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.
cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

Jack Sollis, Assistant Attorney
General and Chief Counsel

April 12, 1982

R. W. Ellison, PE, PLS
Project Manager

Justice Center
Phase III Construction
Contract 9294
Holding Cell Light Fixture
Substitution Denial
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Attached is our Architect's review of a contractor request to use a Garber light fixture in the jail cells vs. the Globe fixture. The Architect intends to reject the fixture on the basis of the review.

Addendum No. 3 to the bidding specifications indicates that Garber is an acceptable manufacturer, however, the Architect says this was on the basis of a drawing only. Recent review of the actual fixture is the Architect's basis for rejection.

Your concurrence that the fixture can be rejected based on the Architect's review is requested.

Also attached, for background material, are copies of newspaper clippings and letters concerning the light fixtures.

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
APR 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 9, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson,
Wolfe & Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-206: Change brand of metal shelving

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 9 '82
REFER TO
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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 9, 1982

NOTED
H.S. COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-185: Provide wiring required for operation of detention doors on Floors 5 thru 8.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
STATE HWY ENGR
APR - 9 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

April 8, 1982

In Reply Refer to
File No

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-168 Revised: Provide substitute lighting proposed as cove lighting item 3 on original C3-168.

The additional work is necessary due to omissions or conflicts in the contract plans. In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron K Lewis Schmidt

RWE:jr
Attachement

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attachment
Earl Bradfish w/attachment
John McCarthy w/attachment

RECEIVED
TECHNICAL SERVICES
APR 9 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company Contract). These revisions include the following:

C3-122: Add plumbing fixtures
C3-132: Add plumbing fixture
C3-200: Add electric power to detention control panels
C3-223: Add plumbing fixtures

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleinsmith

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
APR -7 '82
REFER TO
FOR
Info Init. R/D D R Sign Appr File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 2, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-188: Eliminate IRI approval of fire sprinkler layout.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
APR 6 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 2, 1982

In Reply Refer to File No.

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-207: Provide electrical hookup to water coolers on LL-1.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

Rick

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
TECHNICAL SERVICES
APR 6 '82
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Form 734-3172

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 1, 1982

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
18735 S.W. Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

Earl Bradfish, Director
Office of General
Services
City of Portland
Rm. 319 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-210: Substitute No. 12 solid electric wire for No. 12 stranded wire in non-flexible conditions.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
APR 2 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

92944

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 1, 1982

In Reply Refer to File No.:

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
File 46993
FAP No. I-205-7(76)312
(JAIL)

MOVED
E. S. HUNTER

Dear John:

The Architect's Electrical Engineer (PAE) letter of March 22, 1982, indicates concurrence with DCVR 243 relative to the substitution of No. 12 solid electric wire in place of No. 12 stranded under non-flexible conditions. Under conditions involving movement or vibration stranded wire will be used. As indicated in past Owners' meetings, the Owners are agreeable to the substitution.

The PAE letter indicates that the cost of make up connections for solid wire may be less costly than for stranded. It also indicates a reduced material cost for solid wire vs. stranded wire.

The specifications indicate that substitutions are allowable only if they benefit the Owners. In this case the benefit appears to be cost. Please arrange for the approriate cost credit from the Contractor.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.
cc: E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
Cliff Christianson w/attach.

RECEIVED
TECHNICAL SERVICES
APR 2 '82
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Appl | File

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 1, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
C3-165 Revision
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

> Add louvers and bug screen to previously added security grills.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RK:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

RECEIVED
TECHNICAL SERVICES
APR 1 '82
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Ack | File

Form 734-3122

9244

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 31, 1982

In Reply Refer to File No

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

Addition of missing hardware to door 3016, double doors to courtroom.

Change door 3015C from type 45 to type 3.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

RECEIVED
TECHNICAL SERVICES
APR 1 '82
REFER TO
FOR
Info | Invoice | R/P | B/M | Sign | Appl | File

Form 731-3127

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

March 25, 1982

In Reply Refer to
File No.

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-203:
1. Relocate door control terminal box to room 4026.

2. Add conduit and electrical wiring for food service equipment on 4th floor.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

RECEIVED
STATE HWY ENGR
MAR 25 '82
REFER TO
FOR
Info | Inv. | R/D | D.R. | Stm. | Apr. | Rec.

Form 734-2112

9294

ROW 12

L. 7

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor, Suite 500
Portland, Oregon 97204

John McCarthy, Project
Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Fire Sprinkler System
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Some clarification of certain aspects of the fire sprinkler system status is necessary to help the owners assess the situation.

The construction contract specifies procedures for approval of the fire sprinkler system. Please advise as to the status of the following requirements of Section 15500:

1. Article 1.4, Paragraph B

   "Sprinkler system shall comply with ... and Industrial Risk Insurers insurance underwriters as required by Owner. Final installation is subject to acceptance by the above mentioned."

2. Article 1.5, Paragraph A2 (Certified Drawings):

   "Provide six sets of drawings showing sprinkler head locations and layout coordinated with architectural ceiling details to the Construction Manager for review prior to submitting drawings to the Insurance Underwriter and Fire Marshal."

MAR 2 2 1982

Form 734-3[illegible]

3. Article 1.5, Paragraph A3 (Certified Drawings):

"Provide nine sets of drawings to the Architect to be provided to Insurance Underwriter for approval."

4. Article 1.5, Paragraph A4 (Certified Drawings):

"Provide nine sets of drawings to designated represenatives of the State Fire Marshal for approval."

5. Article 1.5, Paragraph A5 (Certified Drawings):

"Then provide six sets of approved and stamped Drawings to Construction Manager for final review."

It is standard practice that this specified procedure be completed for an area prior to the Contractor beginning work in that area. Was the procedure completed prior to commencing work? If not, why not and will such failure place liability for any corrective work upon the contractor?

It is the Owners' understanding that the fire pumps and other portions of the sprinkler system as specified have been designed with sufficient capacity to provide the water volume required for a building fire rating of ordinary hazard. Only the sprinkler head system as designed and being installed by the Contractor is for a light hazard classification. Is this understanding correct?

Your prompt analysis of the above and any other data that can be utilized in decision making is requested in order that the entire fire sprinkler matter may be resolved.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1982

In Reply Refer to File No.:

Tuck Wilson
Erickson, Wilson, Wolfe, & Smitke
18735 S.W. Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
Contract 9294
Owner Change Request 19
Access doors to Mechanical Shaft
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTE:
E. S. HUN...

Dear Tuck:

Attached is a copy of owner change request number 19 on which I have revised the disbtribution of funding costs.

The Federal Highway Administration has indicated they will pay only 50% of this cost since the shaft and doors serve other owners as well as the detention areas. I understand that by agreement between the City and County, the County will pick up the other 50% of the Cost.

I have discussed the status of the County cost with Bruce Boyd and it is his opinion that it is outside the State/County guaranteed maximum price agreement. The revised funding notation reflects this decision.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy w/attach.
Earl Bradfish w/attach.

MAR 22 1982

Form 734-3127

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 19, 1982

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor, Suite 500
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-46: Change mechanical shaft doors on Floors 6 and 8 to secure detention type.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

MAR 2 2 1982

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

March 17, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor, Suite 500
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-197: Relocate water hydrant

C3-198: Relocate hose bibbs.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

MAR 18 1982

Form 734-3122

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
of Commission Services

DATE: March 16, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 23
File 46993
FAP No. I-205-7(8)311
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5431

Attached for your file is an original signed copy of Supplement 23 to the State/Architect Design Agreement for the Justice Center. This Supplement has been approved by the Federal Highway Administration.

RWE:jr
Attach.

81-125-1367

Contains Recycled Materials

9244

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 16, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
320 S.W. Oak Street
5th Floor, Suite 500
Portland, Oregon 97204

RE: Justice Center
1% for Art
3rd Ave. Sculptures
Illumination
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

This will confirm our conversation of March 15, 1982, regarding your letter of March 9, 1982, and the preliminary lighting plan for the 3rd Ave. sculptures.

The manufacturer's information sheets caution against using the proposed lights in walk over areas because of the high temperatures developed. Such use could cause burned hands, feet, etc. Part of the Architects design responsibility is providing for public safety. We must look to the Architect for a design which will not present a hazard to persons visiting the Justice Center.

The Architect/State Supplemental Agreement covering design work for art illumination calls for minimal lighting systems. It would appear that 14 lights for two sculptures is more of a maximum system then a minimal system. As indicated in the March 15, 1982, meeting in Commissioner Schwab's office, the cost of art lighting systems, art support systems and the Architect's fees must not exceed the $20,200 estimate you previously gave the Metropolitan Arts Commission for this work. This amount must include any related costs caused by the design such as additional electric panels, feeder lines, revisions to precast concrete sections, etc.

The monthly cost of electric power for the system you propose at 3rd Ave. appears to be approximately $75.00 per month. This is based on five cents per kilowatt hour and an average use of 12 hours per day. The County is concerned about this continuing cost and would like to see it reduced.

MAR 17 1982

Form 734-3122

I recently noticed flush accent lighting units used to light trees in the sidewalk outside the Farwest Center Mall. I am not familiar with the heat problem they present but believe they should be investigated.

Please review your design in light of the above.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Norma Gleason
John McCarthy

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 16, 1982

NO
E. S. HUNTER

Norma Gleason
Public Art Consultant
Metropolitan Arts Commission
Corbett Building, Room 314
430 Southwest Morrison St.
Portland, Oregon 97204

RE: Justice Center
1% for Art
Accounting
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Norma:

During yesterdays meeting in Commissioner Schwab's office, regarding 1% for Art, you asked about the manner in which costs and credits are to be handled. Enclosed is a theoretical example of the manner in which I propose they be handled. I have submitted this example to the City, County and Federal Highway Administration and have received their concurrence to use this procedure. They have directed, however, that if credits from the Justice Center Contractor should result in a surplus of funds, that surplus shall be credited back to the City, County and Federal Highway Administration.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Enc.
cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Dale Wilken
John McCarthy
Jack Cornwall

MAR 17 1982

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

March 11, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-59: Deepen 9th floor beams: B-313, B-314, B-315
C3-190: Anchors for fixed stools in secure interview rooms on LL1.
C3-191: 16" high fuel retaining walls in fuel storage room (L2009).

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
MAR 12 '82
REFER TO
FOR

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1982

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
City Change Request No. 7
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Earl:

Attached is a copy of Owner (City) Change Request No. 7 on which I have noted a preliminary construction cost estimate of $3,000 as received from our Construction Manager.

I understand that you are in accord with my thinking that this work is outside the State/City Guaranteed Maximum Price Agreement and I have made that note also.

In accord with our telephone conversation of today, further work on this change will be delayed until further authorization to proceed is received directly from you. Our CM informs me that if the change is to be made, authorization will be required by May 10 which is the time the cabinetry and millwork shop drawings are scheduled to be received.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
MAR 10 '82
REFER TO
FOR
Info | Inves | N/D | Lyn | Sign | Agt | File

Form 734-3122

9294

L.

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(7E)312
Justice Center - Contract 9294
"1% for Art"

Date: March 9, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's letter of March 4, 1982, describes a system of debits and credits to charges for art depending on assignment of work elements or changes related to art. This system is satisfactory within the 1% limitation.

D. K. Hassmer
for Dale E. Wilken

cc:
OSHD (R W Ellison, R/W)

RECEIVED
HWY ENGR
MAR 12 '82
REFER TO

9294

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312
Justice Center - Phase III
State/Architect Agreement
Supplement No. 23 - 1% Art

Date: March 9, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

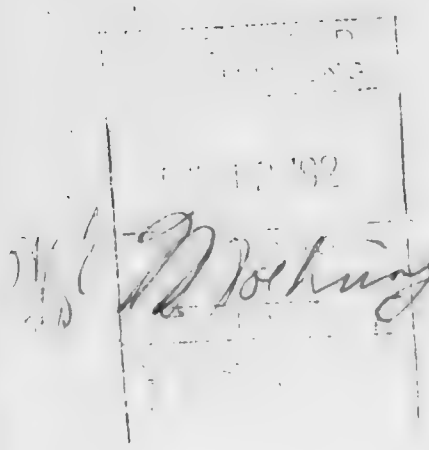
To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Supplement No. 23 submitted with Mr. Swan's March 4, 1982, letter is approved effective January 6, 1982. The cost of this work will be subject to the "1% for Art" limitation with regard to Federal funding. Two copies of Supplement No. 23 are returned as requested.

D. K. Hossner
for Dale E. Wilken

Attachment
2 cys Supplement No. 23

cc:
OSHD (D E Swan, Proj Mgmt)



9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 5, 1982

CON 5 #9294

Hoffman Construction Company
900 S. W. Fifth Avenue
Portland, OR 97204

RE: Time Extension Request
Justice Center, Phase 3
Contract No. 9294
FAP # I-205-7(76)312

Gentlemen:

Your request for additional contract time in which to complete the above project due to weather conditions has been carefully reviewed. You should be advised that time extensions are not normally or routinely granted for reasons of adverse weather and that the contract provides that time may be extended for "adverse weather conditions not reasonably anticipatable".

The present request is marginal and we would expect weather related time requests to be more clearly qualifying. In this instance, and with the recommendation of the construction manager, a contract time extension of 2 days is granted. The revised contract completion dates are:

A. Detention Areas complete for owner familiarization and testing - September 2, 1983.

B. Inmate move-in date - October 31, 1983

C. Completion of all work - January 3, 1984.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

RECEIVED
STAT. HWY ENGR
MAR 5 '82
REFER TO
FOR

CTK:OBJ:cb

bc: H. S. Coulter (att. 3 letters)
R. W. Ellison " 1 "
John McCarthy " 1 "
FHWA " 3 "
Bob Church

Form 734-3123

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey, Assistant
State Highway Engineer

DATE: February 10, 1982

FROM R. W. Ellison, PE, PLS R. W. Ellison
Project Manager

SUBJECT: Justice Center
Phase III Construction
Contract 9294
Time Extension Request
File 46993
FAP No. I-205-7(76)312
(JAIL)

ASHE CAE FOE GCE SCS EEO
RECEIVED
FEB 11 1982
CONSTRUCTION BRANCH
CM CA E TE FE CP

Attached is a request for contract time extension from the Contractor (Hoffman Construction Co.) and a letter recommending approval of same from our Construction Manager (Turner Construction Co.).

Article 8.3.1 of the "General Conditions" for this project states that the contract time may be extended for "adverse weather conditions not reasonably anticipatable".

The U.S. Weather Bureau indicates that the 15° temperature on January 5th equaled the past record low for that day and the 14° temperature on January 6th was a new record low for that date. There have been lower temperatures on various dates during the month of January in past years. I believe, however, that a record low or a new record low of the severity occuring on January 5th and 6th would be adequate reason for a time extension in accord with the General Conditions.

I recommend your approval of this time extension request.

3-4-82

cTK -
This is marginal, but I do concur with the Project Manager and the Construction Manager to grant a 2 c.d. time extension. Any future requests based upon weather should get a closer look.

RWE:jh
attach.

cc: J. B. Boyd
John McCarthy

Hoffman Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3067

Turner

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 09 1982
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0 1 2 3 4 F

February 8, 1982

Mr. Robert Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Re: Justice Center - Phase 3

Dear Mr. Ellison:

We recommend that a time extension be granted to Hoffman Construction Company in the amount of 2 working days, due to delays caused by adverse weather conditions not reasonably anticipated. Our recommendation is based on the following:

1. The week of January 4, 1982 marked a period of sustained record breaking low temperatures for the Portland area.
2. Heavy snowfall occured the night of January 4. Due to the low temperature, this snow accumulated and remained in place.
3. Ross Island, Hoffman's concrete supplier, was shut down on January 5 and January 6 due to the above.
4. The 6th floor post tensioned deck placement #4 of 4 had been scheduled for placement on January 6. In our opinion, this placement had been on schedule. This pour was actually placed on January 8, a loss of 2 days. Extensive winter protection efforts were conducted prior to the placement; the entire below deck area was sealed off with visqueen and heated.
5. This 6th floor deck placement is a critical path activity and is so identified on the Project Schedule.
6. Hoffman's January 15 schedule update supports this 2 day loss of time. The computer printout shows a net additional 2 day negative float for concrete activities.

Revised contract completion dates, reflecting this 2 day delay, would be as follows: Detention Areas complete for Owner familiarization and testing - Spetember 2, 1983, and completion of all work - January 3, 1984. There will be no change to the October 31, 1983 inmate move in.

Note that the attached Hoffman request for extension asks for 3 days. This has been discussed with J. Cure, the Hoffman Operations Manager, who understands why the recommendation has been shortened to 2 days.

Sincerely,

R. F. Oberlander
Project Superintendent

Enclos: HCC Letter dated 1/11/82

File: Time Extensions - Hoffman C2-170

HOFFMAN CONSTRUCTION COMPANY

January 11, 1982
HCC-T-202

RECEIVED
JAN 12 1982
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

ATTN: Mr. John McCarthy

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Time Extension Request

Gentlemen:

In accordance with General Provisions Paragraph 8.3.2 of the Specifications, we hereby request an extension of time of three (3) days to the project completion dates. This request is necessary as a result of the unusually cold temperatures for the week beginning January 4, 1982. This request is based on the following reasons:

1. 2 days - concrete batch plant was shut down on January 5 and 6 due to below freezing temperatures and dangerous road conditions.
2. Tuesday, January 5th - No carpenters worked at all due to record low temperatures and dangerous road conditions.
3. The job has experienced manpower shortages due to "no shows" and poor production all week because of the abnormally cold weather.

All of these items delay work on the structure's critical path on the schedule.

Please review and approve this request at your earliest convenience. Thank you.

Very truly yours,

J. H. Cure
Operations Manager

JHC:cjs

cc: Jobsite

9294

Page 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

March 4, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson,
Wolfe & Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of a letter from our Construction Manager. I am sending the attachments because they more completely describe the work and status.

Turner Change No.	Description
C3-171	Fire sprinkler head restraints

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
C. T. Keasey w/attach.
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
MAR 4 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 4, 1982

Lieutenant Richard Brooke
Oregon State Police
Crime Lab
222 S.W. Pine Street
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Barlow School Location
Crime Lab Alternate

NOTED
E. S. HUNTER

Dear Lt. Brooke:

My letter of January 21, 1982, indicated that a 9' x 12' partitioned area at Barlow School would not be available as potential crime lab space. This is the area we had designated as DEQ and which contained air monitoring equipment.

I have just received notice that this area is no longer needed for such purposes. It is now available for possible use as part of the crime lab if it is relocated to the School.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
Ed Hardt
Walt Hart
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
MAR 5 '82
REFER TO
FOR
Info | Invest | R/D | O/K | Sign | Act | File

Form 734-3122

924.4

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 4, 1982

In Reply Refer to
File No.:

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

NOTED
H.S. COULTER

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 23
Design Lighting & Structural
Support for 1% for Art
Phase III
File 46993
FAP No. I-205-7(76)312 (JAIL)

The design of the Justice Center in Portland was accomplished through an Architectural Design Agreement between Zimmer Gunsul Frasca Partnership (Architect) and the State. That Agreement provides that additional Architect services will be covered by supplemental agreements.

The County, City and FHWA are participating in the acquisition of art for the Justice Center through the "1% for Art" program. Each agency has committed funds to this program.

In order to properly display the art, proper lighting of the pieces is required. In order to support statues selected for the 3rd Avenue entrance, reinforcement of the floor slab is necessary. Additional architectural services are required to design the lighting and support. This additional work is the subject of the attached Supplement No. 23 to the original Design Agreement.

The addition of this work is an amount not to exceed $4,600, will be done within the monies previously authorized for "1% for Art". This cost will be prorated between the County, City and FHWA on the basis of funds contributed to the "1%" program. The addition of this work will not increase the previous FHWA authorization of $264,375 for the "1% for Art" program.

RECEIVED
STATE HWY ENGR
MAR 5 '82
REFER TO
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Info | Inves | R/D | D R | Sign | Act | File

Form 734-3122

We request your concurrence of the verbal approval for this work as received from Mr. Cliff Christianson on January 6, 1982. A copy of the half slip is attached.

Please return two signed copies of the Supplemental Agreement for our files.

RWE:jh
attach.

cc: Fred Miller
H. S. Coulter ✓
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/attach.
Bob Gormsen w/attach.

ROW 12

9294

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 4, 1982

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision includes the following:

C3-161: (a) Add 4th Floor toilet accessories which were not shown on plans.

(b) Revise doors 2089 & 2090A

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.
Cliff Christianson w/attach.

RECEIVED
TECHNICAL SERVICES
MAR 5 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

March 3, 1982

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
Contract 9294
Change Blinds
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Tuck:

Attached for your file is a copy of owner change request No. 8 (County) changing from venetian blinds to mecho shades. In accord with your conversation with Bruce Boyd (March 2, 1982) I have changed the funding to indicate this cost will be outside the County/State guaranteed maximum price agreement.

Very truly yours,

R. W. Ellision, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Jack Chapman
Jack Cornwall
John McCarthy w/att.

RECEIVED
TECHNICAL SERVICES
MAR 3 '82
REFER TO
FOR
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Form 734-3122

42914

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 3, 1982

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of contract revision authorizations I have written:

C3-136: Delete access doors on housings for air supply terminal units.

C3-167: Delete paper towel dispensers.

C3-171: Restrain fire sprinkler heads

C3-177: Water proof vehicle ramps and eliminate tapered CMU wall.

C3-178: Delete shop priming of structural steel.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
MAR 3 '82
REFER TO
FOR
Info | Imp | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/att.

Form 734-3122

9294

ROW 12 files

STATE OF OREGON INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: March 2, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Phase III Construction
State/Architect Agreement
Supplement No. 22
File 46993
FAP No. I-205-7(76)312
(JAIL)

MISC. CONTRACTS and AGREEMENTS No. 5139

Attached for your records is a fully executed original of Supplemental Agreement No. 22 to our State/Architect Agreement.

jh/
attach.

81-125-1367

Contains Recycled Materials

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1982

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
County Owner Change
Request No. 8
Replace Venetian Blinds
With Mecho Shades
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Earl:

This will confirm my telephone conversation with you this morning relative to the change from venetian blinds to mecho shades. I understand that you are unable to approve such a change for the City floors at this time. We are currently proceeding with the change on a County only basis. A similar change for the City may be possible at a later date if the venetian blinds have not been previously ordered by the contractor. This change would be outside the City/ State Guaranteed Maximum Price Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
John McCarthy
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
MAR 2 '82
REFER TO
FOR
Info | Invest | K/D | K | Sign | Ltr | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

March 1, 1982

Tuck Wilson
Erickson, Wilson,
Wolfe & Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Phase III Construction
Contract 9294
County Change Request
No. 13
Delete Caulking at Doors
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

In accord with the attached letter from our Construction Manager to the Architect (2/23/82), the change from a caulked joint to a mortar joint around doors in block walls will not be made. The CM informs me that the original credit quoted would be somewhat reduced because additional work by the masons would be required to revise the joint. The caulking specified does provide some protection which could be caused to the joint by the slamming of the door.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
D. E. Wilken w/attach.
John McCarthy
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
MAR 2 '82
REFER TO
FOR
Info | Invest | R/D | ... | ... | ... | File

Form 734-3122

9294

ROW 12

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 1, 1982

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
City Change Request No. 6
Revise Tape Storage
Room 11054
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

In accord with our telephone conversation this date, I have made a notation on City Change Request No. 6 indicating the change is outside the City/State Guaranteed Maximum Agreement. This change revises the tape storage room (11054). A copy of the request with notation is enclosed for your file.

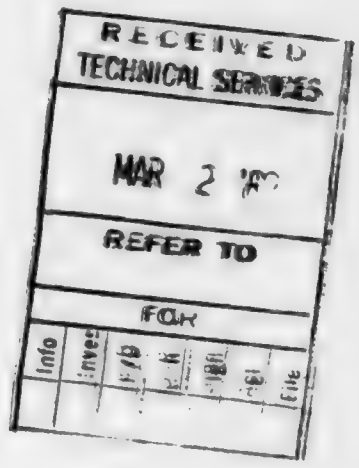
We will proceed with obtaining an estimated design cost from the Architect. At that time your approval to proceed with the design and construction work will be required.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
enc.

cc: E. S. Hunter
J. B. Boyd
John McCarthy w/attach.
Jack Cornwall w/attach.



Form 734-3122

1981 Justice Center, Phase 3 in Portland. 9294

#3

9-2-81, 9-24-81

CA 5439 11-30-81

12-14-81, 1-27-82, 2-2-82

[redacted]

[redacted]

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

February 22, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Owner Change Request
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is an updated copy of two City Owner Change Requests.

Request No. 2: Change of sign messages at no cost.

Request No. 5: Unit prices for addition/deletion of banker height partitions.

Work is proceeding on change of sign messages. No work being done on banker height partition additions or deletions. This change request only established prices. Any changes desired must be requested on another owner change request.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
FEB 22 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Agt | File

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy w/att.
Jack Chapman w/att.
D. E. Wilken

Form 734-3122

9294

US Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312, Justice Center State/Architect Agreement Supplement No. 22

Date: February 22, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

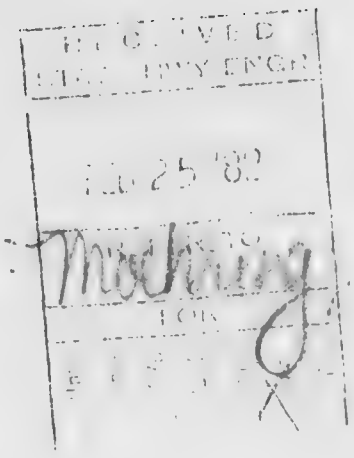
This will confirm prior verbal approval of this supplement to the Architect Agreement.

The proposed changes are considered appropriate to maintain satisfactory function of this portion of the building.

Dale E. Wilken

Attachment (2 cys)
State/Architect Agreement

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (R W Ellison, R/W)



aug

cy pd 2-25-82

9294

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

320 S.W. Oak Suite 500 Portland, Oregon 97204-2737

503/224-3860 *Cable:* ZGFOREGON

February 17, 1982

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 18 1982
M AM ADM ADR CA ES
PMS AS CE OS TA RUE
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NOTED
E. S. HUNTER

Oregon Department of Transportation
Right of Way Section, Room 110
Salem, Oregon 97310

Attention: Mr. R. W. Ellison
Project Manager

Reference: Job No. 6031-03
Justice Center - Phase III Construction

Subject: Your letter, December 28, 1981 Concerning Structural Detail G, Drawing S-28

Gentlemen:

The detail which you questioned is a typical building structural detail used to prevent unnecessary cracking at the middle of the floor slab. This is properly called a shear friction connection in which the reinforcing bars will allow a crack to form but adjacent concrete areas will not separate from each other.

At your request, kpff has reviewed again this detail and has advised that it is structurally adequate and designed to accept shear forces in accord with the Uniform Building Code.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:sam

cc: John McCarthy

RECEIVED
TECHNICAL SERVICES
FEB 18 '8?
REFER TO
FOR
Info Invoice R/D D/R Sign Appl File

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul FAIA Robert J. Frasca FAIA Gregory S. Baldwin AIA Raymond A. Boucher AIA Daniel J Huberty AIA
Associate Partners Larry S. Bruton AIA Jack Cornwall AIA Brainard Joy Gannett AIA Lee F. Kilbourn CSI Robert M. Mickelson AIA John A. Moll Wallace W. Roeder AIA
Associates Carl E. Freeze AIA Ernest L. Grigsby Ronald P. Gronowski AIA Don Hart PE John S. Walling

cc w/attach: Hunter, Hart

ROW 12

December 28, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Closure Connection
File 46993
FAP No. I-205-7(76)312
(SHOPS)

Dear Jack:

I have observed the closure connection at the inside edge of the post-tensioned slab as it is being built on the sixth floor. This is the closure around the core and is shown in detail "G" on plan sheet S-28. Shear transfer is apparently through the reinforcing bars only since no shear keys are shown. Long term shortening of the post tensioned slab should result in the appearance of cracks at the closure pour joints.

I am sure this detail is adequate, however, just to ease my concern I would appreciate it if your structural engineer would review this connection.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
Walt Hart
J. B. Boyd
John McCarthy

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.

February 17, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-174: Enlarge exhaust ducts for holding cells on 4th floor.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
by Ron Klemmebuil

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
STATE HWY ENGR
FEB 18 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1982

In Reply Refer to
File No.

John McCarthy
Project Manager
Turner Construction Co.
1221 SW First
Portland, OR 97204

RE: Justice Center
Phase III Construction
Contract 9294
Sealing precast panels
C3-106
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear John:

Your letter of February 9, 1982, presented information relative to delaying the sealing of the dark architectural precast panels being cast by Eugene Sand and Gravel Company.

The Architect has requested that the panels not be sealed at the plant because the sealer may have a negative effect on the panel color. A review of the panels in place on the building is desired prior to application of the sealer. The Architect recognizes the potential for soiling if the sealer is not applied and requests that the Contractor take all precautions necessary to keep the panels clean during storage and handling. The Contractor, in turn, has notified us that he planned to seal the panels immediately after sand blasting in order to provide maximum protection against soiling and to facilitate cleaning at the time of placing on the building. He states that delaying application of the sealer will result in additional costs to the project. This additional cost covers the extra work required to remove soiling, staining, etc., which would not occur with early sealing. The cost of this work is unknown at this time because the extent of required cleaning will not be known until the panels are placed.

It appears that delaying the sealing will result in incurring an unknown liability. Considering the budget problems on this project, such liability is not warranted. Unless more compelling reasons are presented, this additional cost cannot be approved.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
D. E. Wilken
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
FEB 16 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

February 16, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-154: Reduce water pressure and revise power rating for some electric outlets in kitchen.

C3-162: Revise air supply ducts.

C3-172: Widen a kitchen corridor.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
TECHNICAL SERVICES
FEB 16 '82
REFER TO
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 12, 1982

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 22
Eliminate Room 4128
Phase III
File 46993
FAP No. I-205-7(76)312 (JAIL)

The design of the Justice Center in Portland was accomplished through an Architectural Design Agreement between Zimmer Gunsul Frasca Partnership (Architect) and the State. That Agreement provides that additional Architect services will be covered by supplemental agreements.

The original plans provided by the architect show a food service room (Room 4128) adjacent to the southwest dayroom (Room 4065) on floor four. A revision in the food service proceedure to be used by the County eliminates the need for this room. This elimination allows the dayroom area to be enlarged to encompass that space. In order to prevent wasted space, provide additional dayroom area for the inmates, and revise the security line in that area, additional design work by the Architect is required. This additional work is the subject of the attached Supplement No. 22 to the original design agreement.

The addition of this work is an amount not to exceed $1,122' increases the limitation for architectural services under the original agreement, previous supplements and this Supplement to an amount not to exceed $3,396,781.

FRED MILLER

Form 734-3122

We request your concurrence of the verbal approval for this work as received from Mr. Cliff Christianson on January 1, 1982. A copy of the half slip is attached.

Please return two signed copies of the Supplemental Agreement for our files.

RWE:jr
Attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/att.
Bob Gormsen w/att.

RECEIVED
DOT DIRECTOR
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ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

February 9, 1982

NOTED
E. S. HUNTER

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-139. Reduce Speed of Courts Elevator

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/att.

RECEIVED
TECHNICAL SERVICES
FEB 10 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Ltr | Apr | File

Form 734-3122

9294

ROW 12

L,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 8, 1982

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
18735 S.W. Boones Ferry Road
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-16: Delete glass in west wall of skylight

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
by Ron Kleinschmit

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
FEB 9 '82
REFER TO
FOR
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Form 734-3122

9294

L

ROW 12

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

February 8, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-168 Additional Light Fixtures.

C3-169 Relocate Cell Doors (LL1).

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
by Ron Kleinschmidt

RECEIVED
STATE HWY ENGR
FEB 9 '82
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

Form 734-3122

9294

L

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312
Justice Center
State/Architect Agreement, Supplement #21

Date: February 5, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

This will confirm our January 21, 1982, verbal approval of this supplement in the amount of $824.

for Dale E. Wilken

Attachments
2 cys Supplement #21

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
FEB 9 '82
REFER TO
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cy Boyd

9294

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ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.

February 4, 1982

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-166: Add smoke dampers, etc. to prevent stairwell from filling with smoke in case of fire.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/att.

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 4, 1982

In Reply Refer to
File No.

Kenneth Novack
430 S.W. Morrison Street
Room 314
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
1% for Art
Art Illumination and
Structural Reinforcement
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mr. Novack:

Today I received your letter regarding our differences relative to funding illumination and structural reinforcement required because of 1% Art. I have been instructed in this matter by the funding agencies and am proceeding in the following manner.

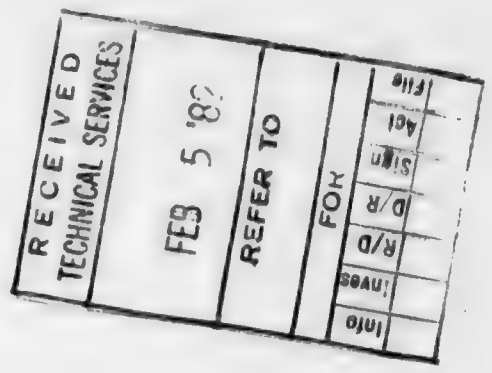
1. I have instructed the Architect and Construction Manager to proceed with the illumination and structural reinforcement work in order to prevent project delay and additional cost.

2. I will pay the architectural design costs plus the construction costs for the illumination and structural reinforcement work from the 1% Art funds previously made available by the funding agencies.

3. I will pay any other similar 1% Art associated costs from the 1% Art funds previously made available by the funding agencies.

4. I will make available to MAC for 1% Art the remaining 1% Art funds. This is in accord with my previous communications with MAC.

As I indicated during our January 26 meeting, the accounting for deletions or additions of tasks to be performed by the Justice Center Contractor relative to 1% Art will be generally in accord with the accounting example I handed out at the meeting.



Form 734-3122

Any supplemental funding of 1% Art by MAC or other agencies should be included in the agenda for the meeting between MAC, the County and the City which you are arranging.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
Steven T. Janik
Selina Roberts
Norma Gleason
Mildred Schwab
Earl Blumenauer
D. E. Wilken

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 4, 1982

In Reply Refer to File No

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached are copies of three contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-163: Details for section of first floor omitted from plans.

C3-164: Lighting and electric outlets for central stores (Room L2003) not shown on plans.

C3-165: Duct grilles on 10th floor not in contract.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy
Jack Chapman w/att.

RECEIVED
TECHNICAL SERVICES
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Form 734-3122

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VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

February 2, 1982

MISC. CONTRACTS and
AGREEMENTS No. 5439

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Architect/State Agreement
Supplement No. 21
Travel Costs
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Attached for your file is a fully executed copy of Supplement No. 21 to our Architectural Design Agreement.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach

cc: Bob Gormsen w/att.

Form 734-3122

9274

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 2, 1982

In Reply Refer to
File No.:

TO: Dale E. Wilken, ~~Division Administrator~~
~~Federal~~ Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 21
File 46993
FAP No. I-205-7(8)311 (JAIL)

The contract for construction of Phase III of the Justice Center has been awarded to Hoffman Construction Company (Contract 9294). The Contractor provides shop drawings for all elements of the project in order to facilitate construction. The shop drawings are submitted through the Construction Manager to the Architect for review and approval.

Some owner concern developed relative to detention electronics and the capability of the Architect's sub-consultant to adequately respond to the shop drawings. In order to resolve this concern the owners requested a special meeting with the Construction Manager, Architect and appropriate Architect's sub-consultant. The sub-consultant incurred travel costs in order to attend the meeting.

Architects (and sub-consultant) activities during the construction phase of the Justice Center are described in Supplement No. 14 to the Original State/Architect Agreement. That supplement does not make provision for travel to special meetings requested by the owner.

Travel to the owner requested detention electronics meeting is an extra cost and is the subject of the attached Supplement No. 21. Salary and other costs will be charged against Supplement No. 14.

FRED MILLER

Form 734-3122

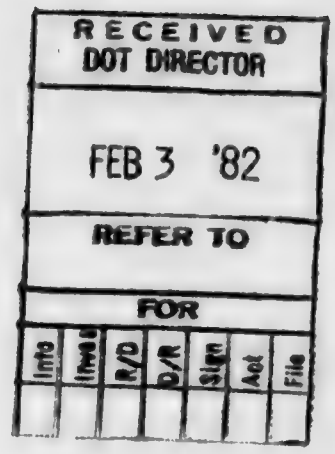
The addition of this work in an amount not to exceed $824 increases the limitation of architectural services under the original agreement, previous supplements, and this Supplement, to an amount not to exceed $3,395,659.

We request your concurrence of the verbal approval for this work as received from Mr. Christianson on January 21, 1982.

Please return two signed originals of the Supplemental Agreement for our files.

RWE:jr
Attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/att.
Bob Gormsen



9294

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 2, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe &
Smitke
18735 S.W. Boones Ferry Rd.
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization which I have written:

C3-67: Clean out casing for hydraulic elevator.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter ✓
J. B. Boyd
John McCarthy w/attach.
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
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Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 29, 1982

NOTED
E. S. HUNTER

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Attached for your information is a copy of a contract revision authorization I have written:

C3-150: Restore room 4128 to dayroom space in adjacent module

The authorization to have the Architect do the required re-design work and an update of the owner change request are also attached.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/att.

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9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1982

In Reply Refer to File No.

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street, 5th FL.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of four contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-151: Grilles over air supply holes in ceiling of 3rd Ave. lobby
C3-156: Acid waste pipe in crime lab and discharge line from sewer pumps
C3-159: Connection between 9th floor slab and precast walls for 8th floor mezzanine cells
C3-160: Revisions to 9th floor framing

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
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Form 734-3122

9294

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

January 27, 1982

MISC. CONTRACTS and
AGREEMENTS No. 5139

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Architect/State Agreement
Supplement No. 20
City Emergency Command
Center
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Attached for your file is a fully executed copy of Supplement

No. 20 to our Architectural Design Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: Bob Gormsen w/attach. ✓
Earl Bradfish w/attach.

2-8-82
Called in
agmt. Dood!
fw

Form 734-3122

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 27, 1982

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

Jack Cornwall
Project Arhcitect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-148 Provide zonal control for domestic water in holding cell area on LL1

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

RECEIVED
TECHNICAL SERVICES
JAN 28 '82
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Form 734-3122

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

January 27, 1982

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
P.O. Box 547
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of a letter from our Construction Manager. I am sending the attachments and contract revision authorizations because they more completely describe the work and status.

Turner Change No.	Description
C3-109	Add 10 Security grilles
C3-115	Modify precast walls between elevator 7 and 8

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RK:jr
Attach.

cc: E. S. Hunter
C. T. Keasey w/att.
J. B. Boyd
John McCarthy
Jack Chapman w/att.

RECEIVED
TECHNICAL SERVICES
JAN 28 '82
REFER TO
FOR
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Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

January 27, 1982

In Reply Refer to File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 SW 5th Ave.
Portland, OR 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
18735 SW Boones Ferry Road
P.O. Box 547
Tualatin, OR 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of a letter from our Construction Manager. I am sending the attachments because they more completely describe the work and status.

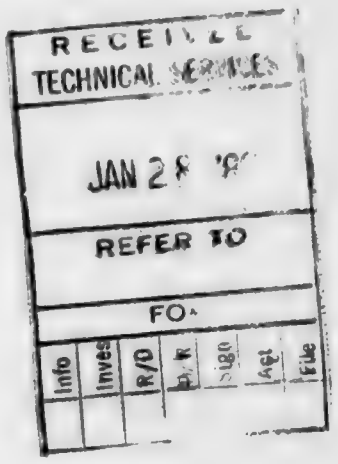
Turner Change No.	Description
C3-125	Test grout at precast cell wall dowels
C3-135	Add stiffner to Handrail channel
C3-142	Add circuit breaker at chiller CH-3

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
C. T. Keasey w/att.
J. B. Boyd
John McCarthy
Jack Chapman w/att.



Form 734-3122

9294

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

January 22, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
18735 S.W. Boones Ferry Rd.
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written.

C3-157: Core holes through concrete elevator shaft wall (LL1).

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JAN 25 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 22, 1982

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe
& Smitke
18735 S.W. Boones Ferry Rd.
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached for your information are copies of a letter from our Construction Manager, and an appropriate contract revision authorization. I am sending the attachments because they more completely describe the change and status.

Turner Change No.	Description
C3-104	Revise air duct connections

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
C. T. Keasey w/attach.
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

RECEIVED
TECHNICAL SERVICES
JAN 22 '82
REFER TO
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Form 734-3122

9294

12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

January 22, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-136: Reduce handrail post spacing and reinforce handrail support channel at edge of typical housing mezzanine slabs.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter ✓
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 21, 1982

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
Erickson, Wilson, Wolfe, &
Smitke
18735 S.W. Boones Ferry Road
Tualatin, Oregon 97062

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a contract revision authorization I have written:

C3-133: Delete specified sealant (calking) between door frame and wall at exterior of certain doors.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
Attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 21, 1982

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-155: Provide furring for two vertical ducts in Police office areas.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

January 21, 1982

In Reply Refer to
File No.

Lieutenant Richard Brooke
Portland Director
Oregon State Police
Crime Detection Laboratories
222 S.W. Pine Street
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Crime Lab Alternate
Estimating Cost
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Lt. Brooke:

The attached letter from our Bridge Engineer presents time frames within which his Architect can complete the estimate you require. The first time frame requires your sketches to be completed by February 1. This will allow completion of the Barlow School remodel estimate by February 12. The second frame calls for your sketches to be available April 1 and completion of the Architect's estimating work shortly thereafter. We are presently anticipating receipt of your sketches by February 1 and have scheduled the Architect accordingly. If you will not be able to make that date please advise and we will reschedule for the April 1 time frame.

The Architect's charges for producing the cost estimate for remodeling Barlow School are estimated to be approximately $4,300. This is for the cost estimate only. Plans and specifications necessary to receive bids for the actual remodel work will be an additional cost. The amount of this additional cost is not determinable until the extent of remodeling is known. A very wild guess is in the neighborhood of $8,000, but don't hold me to it.

I have talked with our Environmental people about the air monitoring equipment in the room you and I designated as DEQ. The room contains a 9' x 12' partitioned area which must continue to be used for air monitoring equipment. It is not available for use as Crime Lab space. The remainder of the room is available. I am informed by our Region office that they have no current plans to move the Resident Engineers from Barlow School, but that this could be accomplished if necessary.

As I indicated earlier by phone, the $7.71 per square foot cost for the previous remodel work at Barlow School, as quoted in Mr. Walt Hart's letter of January 11, 1982, was a 1977 price. Using

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the Engineering News Record Building Cost Index to inflate that cost to a mid 1982 level, results in a mid 1982 price of $12.00 per square foot. The actual 1982 price will be dependent upon the extent of remodeling required. I believe that the amount of mechanical work required by the Crime Lab will cause the cost to exceed this adjusted $12.00 per square foot.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
Attach.

cc: E. S. Hunter
Ed Hardt
Walt Hart
J. B. Boyd

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 19, 1982

In Reply Refer to
File No.:

John McCarthy
Project Manager
Turner Construction Co.
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Precast Walls
5th Floor Connection
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear John:

I have reviewed the information package you sent me concerning precast wall anchors in the 5th floor. I have also reviewed the contract plans and specs.

It appears that submission of this claim is in violation of the contract terms. Article 12.3.1 of the General Conditions allows the Contractor 20 days to give written notice of intent to make a claim and states no claim shall be valid unless the notice is so made. The Contractor did not give the required notice within the time allowed and thus forfeits the right to claim.

If the claim were timely, I would have to concur with your denial of same. It is obvious from the plans that the Contractor would have to provide some type of anchorage system. It is also obvious that the Contractor understood this since he initiated DCVR No. 12 which quoted the correct detail. The cans and dowels installed by the Contractor certainly constitute an anchorage similar to the cans and dowels shown in the detail. Such a similar anchorage is called for by the plans.

I would concur with your reasoning in this matter.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

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FOR
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RWE:jr
cc: E. S. Hunter
C. T. Keasey w/att.
J. B. Boyd

Form 734-3122

#7274

STATE OF OREGON

INTEROFFICE MEMO

TO: BOB ELLISON
Project Manager

DATE: January 15, 1982

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: BARLOW SCHOOL

NOTED
E. S. HUNTER

I've just read your January 11 letter to Walt Hart requesting an architectural study of the cost of putting the State Police Crime Lab in Barlow School. Your letter has a couple of misconceptions in it that I want to correct. First of all, we do not have any plans for moving our Project Managers (Resident Engineers) out of the Barlow building. They are relatively mobile and can be moved if it is important but there are some economies in having them in a centralized location and we prefer to be able to keep them there until their project assignments dictate a move for reasons of efficiency. Secondly, DEQ is not located in Barlow School. When our Maintenance Section had maintenance responsibilities for the air quality monitoring equipment in the Portland area they used one of the classrooms at Barlow for a workshop and laboratory. Our Maintenance Section no longer has that responsibility so the room is not being used for that function. We do plan to house part of the future air quality monitoring equipment in part of this room and that usage should be discussed with Tony George if that space is needed by the Crime Lab.

ELH/cp
cc Walt Hart
E. S. Hunter
J. B. Boyd

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 15, 1982

In Reply Refer to
File No.:

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Quality Control/Pay
Requests
File 46993
FAP No. I-205-7(76)312
(JAIL)

Nc ...
E. S. HUNTER

Dear John:

Your letter of January 11, 1982, comments on the Construction Manager's administration of the Justice Center project and the State's review of same. I know such review may appear to be a duplication of effort and will add some cost to the project, but the State feels that such a review is in keeping with standard procedure on our highway projects. In addition to project management by our resident engineer, our Region Office makes periodic reviews of project activities as a routine matter. State reviews of the Justice Center project reflect this routine procedure and are not a reflection on the professional ability of the Construction Manager.

The State does recognize the special situation this project represents and has, as you are aware, modified its normal procedure to accommodate methods which are normal to the building trade. These modifications are continuing into review process. I believe the recent meetings we have had with John Jenkins and the auditors are resulting in a minimal review program which will not cause project delay yet provide the required review. This will allow the State to sign off at the completion of the project and provide the necessary certification to the Federal Highway Administration in a timely manner and with a minimum of final checking and review.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

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RWE:jh
cc: E. S. Hunter
J. B. Boyd
John Jenkins

Form 734-3122

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E.

OW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1982

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
320 SW Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Security Electronics
Meeting
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

As you are aware, Tuck Wilson (Multnomah County Project Director) has concerns relative to security electronics shop drawing checking and possible substitution of specified material and equipment.

In order to resolve these concerns I am requesting that you set up a meeting with the parties involved. This would include representatives from Walher-McGough, the sub to Walher-McGough who is reviewing security electronics submittals, Turner Construction Co., Zimmer Gunsul Frasca, Multnomah County (Tuck Wilson) and the State (myself).

The meeting should be scheduled as soon as possible in order to resolve the concerns and eliminate any possible delay to the construction project.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
John McCarthy

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FOR
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1982

In Reply Refer to
File No

Mr. Dick Carroll
Project Manager
Matrix Management Group
915 Broadway
Vancouver, Washington 98660

RE: Justice Center
File 46993

NOTED
E. S. HUNTER

Dear Dick:

I was happy to receive your letter of January 6, 1982, containing questions about the Portland Justice Center.

I am answering the questions in the order you listed them:

1. Windows -

We are using hollow metal frames w/angle stops. The frames are filled with grout. Stops are 1" x 1-1/8" x 1/8" galvanized steel. Tests on the cell mock-up indicate angle stops or 1" x 1-1/8" bar stops provide equivalent restraining for glass. Bars tend to warp when galvanized making them more difficult to install. Our tests indicate that the fasteners fail first. We are using No. 10 sheet metal screws on 8" centers to fasten stops to frames. Stops are not a continous frame, but are four separate pieces for each window (2 horizontal and 2 vertical). A fastening screw is located 2" from each end of each stop piece.

Glass type is 9/16" Sierracin Omni-Lite (lamintated).

2. Doors -

Doors for typical housing cells are solid core wood doors. Doors for medical, psyschiatric, etc., are metal prison doors. Wood doors are used to provide a less hard atmosphere in the living areas. The steel doors provide a little more security where needed.

3. Locks -

Brinks type locks are specified in typical housing areas. These are considered sufficient to match the level of security provided by the wood doors.

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Folger-Adams locks are provided on the steel doors to complement the degree of security represented by the door.

4. Bunks & Interior of Cells -

Slabs for bunks will be cast in place. The shelf in each cell will be cast in place concrete with a cast in place terrazzo topping. The terrazzo topping was selected to give the cell a little warmth and help reduce the hard appearance.

Other Items -

We are required by code to install smoke detectors and fire sprinklers in each cell. The detectors are equipped with a cage to reduce tampering by the inmate and the sprinklers (one per cell) are mounted in the precast concrete chase wall with only the head exposed. The cell plumbing fixture is the "Acorn" brand stainless steel type which includes toilet, sink, and bubbler. Our investigations indicate this is the only fixture capable of withstanding the abuse anticipated.

In accord with your offer, I plan within the next two weeks, to visit your office and exchange plans for our respective detention centers. I am sure we can both learn from such an exchange.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd

9294

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

OW 12

In Reply Refer to
File No.:

January 13, 1982

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Tuck:

Attached for your information are copies of contract change authorizations:

C3-127 Delete remote fire enunciator panels at module conrol rooms.

C3-147 Relocate day room area light switches.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
J. B. Boyd
John McCarthy
Jack Chapman w/attach.

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9294

'OW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 13, 1982

NOTED
H.S. COULTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

C3-131 Provide piping, wiring, etc., from control to remote pump for people lift in Room 3025.

It is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

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RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

Form 734-3122

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Walt Hart
Bridge Engineer

DATE: January 11, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Phase III Construction
Contract 9294
Crime Lab
Possible Relocation to
Barlow School
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

The State Police Crime Lab desires to look at the possibility of moving into the Barlow School building instead of the Justice Center. It is a matter of economics and they wish to review the cost of each alternate before making a decision. The construction costs at the Justice Center have been estimated. An estimate of remodel costs at Barlow is required.

As a beginning, Don Heyen and I met with Lt. Richard Brooke (Oregon State Police Crime Lab) at the Barlow School building on January 7, 1982. We reviewed some incomplete preliminary layout sketches produced by Lt. Brooke and inspected the building. It appears that there is sufficient room to accommodate the requirements of the Crime Lab in the areas now occupied by OSHD resident engineers and DEQ. Apparently the resident engineers will be moving on to new projects and DEQ will close down due to lack of funding.

The following schedule would provide the estimate needed by Lt. Brooke in a timely manner:

01/11/82 Don Heyen transmits plan sheets of existing Barlow School building to Lt. Brooke.

02/01/82 Lt. Brooke provides completed preliminary space planning sketches for Crime Lab in Barlow School building.

02/08/82 Don Heyen completes review and revision of planning sketches in order to make best use of Barlow School areas in keeping with the requirements of the Crime Lab.

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02/09 or
02/10/82 Review revised planning sketches with Lt. Brooke and finalize.

02/19/82 Don Heyen completes minimal plans required for estimating purposes and completes cost estimate for remodeling the Barlow School building to accommodate the Crime Lab. Estimate to include architectural, electrical, mechanical, HVAC, etc.

Lt. Brooke will then evaluate his situation and decide if the Crime Lab will move to Barlow School or the Justice Center. If Barlow is selected a schedule for plans and specs to complete the remodeling work can be initiated.

I understand that Don Heyen is available to make the required estimate. The item needed is the estimate. The only plans required will be those Don needs in order to make the estimate.

If this meets with your approval I would like to see the above schedule implemented. If that is not possible, some schedule revisions can be made to accommodate Don's work load.

The State Police would like the estimate in the near future so that they may decide on the new location for the Crime Lab and arrange for the necessary construction.

The cost of Don Heyen's work will be reimbursed by the State Police. I would like to have an estimate of his costs to give to the Police prior to Don's review of the space planning sketches.

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Lt. Richard Brooke

9294

January 11, 1982

CON 5
#9294

E. N. Newman, Vice President
Hoffman Construction Company
900 Southwest Fifth Avenue
Portland, OR 97204

Dear Mr. Newman:

Justice Center
Contract No. 9294

I have your letter of December 10 responding to my letter of December 3. A review of the correspondence from your firm concerning changes, change orders, disputes, and contract administration in general leads me to conclude that Hoffman Construction Company feels that there is or may be a problem in this area of the contract. It also appears obvious that we do not recognize what your firm perceives to be the problems. We think the contract is clear in respect to contract administration provisions. There have been no changes made relative to administration of the contract, nor do we feel changes to be necessary.

We acquired the services of a Construction Manager with proven capabilities to perform the necessary continual on-site contract administration functions. As you know, Mr. R. W. Ellison, one of our most capable engineers, has been assigned as Project Manager to provide the owner-responsible administration for this contract. The duties, responsibilities and authorities of both the Construction Manager and the Project Manager are detailed in the contract and remain unaltered.

Let me, therefore, provide the following method for reaching a solution and conclusion in the matter of your concerns about contract administration for this project. By a copy of this letter, our Project Manager is instructed to arrange a meeting in the Division's Construction office in Salem to be attended by representatives of your firm (with or without legal counsel), the Construction Manager, the Project Manager, the Division's Contract Administration Engineer (with assistance of counsel if you are so represented). The purpose of this meeting is to provide you an opportunity to inform the state of any difficulties or problems your firm feels may exist in the contract documents relating to contract administration. Following such meeting, the state will provide a response to your concerns and we would expect the project to proceed to completion with little, if any, need for additional discussions about contract administration.

Your recent letters have covered rather broad areas and contained a number of statements with which we do not necessarily agree. We have made no attempt to respond to those statements in this letter. However, the record should indicate that our failure to dispute these statements is not indicative of agreement with them.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

cc R. W. Ellison
John McCarthy, Turner Construction

bc C. T. Keasey

OBJ:1b

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HOFFMAN CONSTRUCTION COMPANY

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December 10, 1981
HCC-G-167

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Justice Center - Phase 3
Contract No. 9294
Portland, Oregon
Our Job No. 8116
State Authorized Representative
Your File No: CON 5 9294

Dear Mr. Coulter:

Thank you for your letter responding to our inquiry regarding the naming of the individual who is authorized by the State to make changes in the contract which involve additional costs. The last sentence of the second paragraph in your response states that "Notification of commencement of work for which you intend to make a claim must be received by the Project Manager prior to the start of the work." There is presently no means for us to know if the Project Manager has received our notice.

To overcome the aforementioned problem, we will send the original copy of our notice to Turner with a copy mailed directly to Mr. Ellison. Mr. Ellison's copy will have a space at the end of the letter for his signature acknowledging receipt of our notice. Once Mr. Ellison returns the acknowledgement copy to us, we will know that he has been notified and we are allowed to proceed with the work.

We understand the State's position, expressed by Mr. Boyd, regarding responsibility for costs caused by delays resulting from disputes involving the definition and/or interpretation of the scope of the Contract. The State's position in this matter is only valid if the State's position in the dispute that caused the delay is correct.

We cannot totally agree with your observation that the processing of price agreements for changed work is proceeding satisfactorily. The process is improving where we have reached agreements but we are not satisfied with the handling of disputed items or matters involving conflicting or missing in-

formation in the design documents. We will make an effort to settle such issues with the Construction Manager and your Project Manager. If we cannot satisfactorily resolve the outstanding issues, we will bring the matters to your attention and seek your help and the assistance of any other Department of Transportation administrators who are earnest in their desire to settle problems on the Justice Center project on a fair and timely basis.

Please do not hesitate to call me if you have any questions.

Very truly yours,

E. N. Newman
Vice President

ENN:kak

cc: John McCarthy - Turner
Robert Ellison - State Highway Engineer
Field Office

9291

E

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1982

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-137: Reinforce LL1 to carry transformer access shaft.
C3-142: Add circuit breakers for Chiller No. 3.

They are necessary because of omissions or conflicts in the Construction Plans.

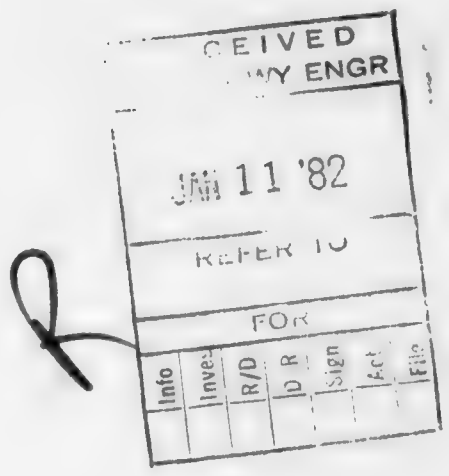
In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy



Form 734-3122

ROW 12

9294

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 31, 1981

John McCarthy
Project Manager
Turner Construction Co.
1221 S.W. First
Portland, OR 97204

RE: Justice Center
Phase III Construction
Contract 9294
Precast Panels
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear John:

The attached copy from the Portland Daily Journel of Commerce (December 30, 1981) recites a problem involving dislodged pebbles falling from the precast exterior panels of the 300 S.W. Sixth Avenue building in downtown Portland.

Please advise if we have the potential for a similar problem with the precast exterior panels for the Justice Center.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter w/att.
J. B. Boyd w/att.
Tuck Wilson w/att.
Earl Bradfish w/att.
Jack Cornwall w/att.

RECEIVED
TECHNICAL SERVICES
JAN 4 '82
REFER TO
FOH
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

Portland DJC = 12/30/81

sophisticated, but easy to use, telephone-in-the-sky system. The airline expects to start phones ringing from its

wanting to use a credit card can buy a "cash card" from Republic

are dialed direct, directory assistance may be dialed free of charge, and billing is automatic.

Coating stops pebble storm

During a recent Portland storm the winds blew and the rain poured, but even city building inspectors weren't able to find dislodged pebbles at the base of the 300 S.W. Sixth Ave. Building.

A logical question might be: Why were city officials looking for pebbles at the base of a downtown high-rise office building?

Early this year the building attracted considerable attention from both Portland's building inspectors and the news media because loose pebbles from the concrete aggregate panels that face it began falling to the sidewalks below, bombarding passersby.

The dangerous problem was solved when over 496 gallons of X-Cote, a clear acrylic coating, was applied by Western Maintenance Co. The Portland firm applied three coats to the 30,000 sq. ft. building exterior to lock the pebbles into the concrete panels.

"Even after these recent storms Portland had, our inspectors could find no sloughing of the aggregate," says Dave Beckman, Inspection Manager for Portland's Bureau of Buildings. "It appears that X-Cote is functioning well and has solved the problem of the deteriorating panels."

Before the coating was applied, the exterior was brushed to remove excess pebbles. The panels then were sprayed using an airless system that exerts 2,500 pounds of pressure per square inch.

X-Cote International, Inc. is based in Portland and has been applying its special acrylic coating to buildings, boats, airplanes and monuments throughout the West since 1963. Buildings in the Portland area that have been "X-Coated" include the Equitable Building, Meier and Frank's department store, the Oregonian Building, the Multnomah County Courthouse, the Portland Art Museum and over 130 First Interstate Bank branches

Altos launches microcomputer

SAN JOSE, Calif. — Altos Computer Systems, a leading supplier of computers for small business, has introduced a new family of 16-bit microcomputers. Compatible with a variety of existing software, the new ACS8600 family is ideal for use in civil engineering and construction firms by performing such tasks as surveying, structural design and other engineering calculations, with 16-bit accuracy and speed. It also serves consultants with word processing and accounting

PRINTING
• NEW BUSINESSES
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ADVERTISING & DESIGN GROUP
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Portland, Oregon

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THE GENERAL
• Four-Way Articulation
• Auto-Vertical leveling mast
• Four-Wheel-Drive

9294

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 29, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

> C3-128: Provide by-pass piping around heat exchanger for the hot water heater on the 16th floor.

This is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
attach.
cc: E. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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DEC 29 '81
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FOR
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9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 24, 1981

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of two contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-120 Reroute air ducts due to deepening of beam 228

C3-121 Revise anchors for four (4) 7½" precast cell walls on 5th floor

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

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FOR
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RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

Form 734-3122

9294

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

December 23, 1981

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of four contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-107	Reroute 18" air supply around 2nd St. lobby.
C3-115	Revise wall between elevator 7 & 8.
C3-124	(Part) Plaster traps in waste lines
C3-124	(Part) Revise structural steel framing on 10th floor.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy w/att.

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ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

December 22, 1981

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street,
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of five contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

C3-84 Reroute 6" condenser line at 2nd floor
C3-97 Add waste vent lines for washing machine, 4th floor
C3-102 Reroute hot water pipe on LL1
C3-108 Revisions required for 10th floor control room.
C3-109 Add ten security duct grills, LL1 and floors 4 - 8.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

for
R. W. Ellison, PE, PLS
Project Manager
Ron Kleemsbmit

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy w/att.

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9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Wackerbarth
Inspection Engineer

DATE: December 21, 1981

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Justice Center
Phase III Construction
Contract 9294
Precast Concrete Wall Panels
Job Control Testing
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

This is to confirm by verbal request that you perform job control testing of the precast concrete wall panels being made by Pacific Coast Fabricators in Vancouver, Washington. Sampling should be in accord with John Jenkins letter of December 17, 1981, which is attached.

I also have attached the following for your information:

1. Section from the contract specifications dealing with precast concrete wall panels.

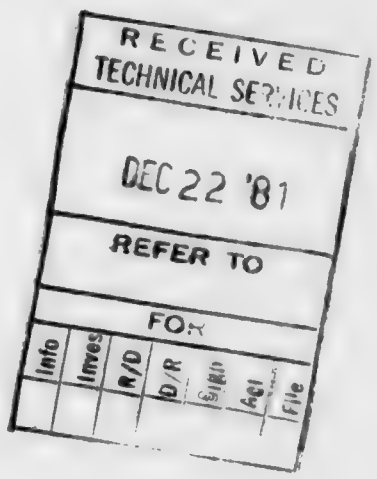
2. Letter from John Jenkins dated August 3, 1981 listing record sampling requirements.

You should notify Clarence Eshelman when record sampling is appropriate for these precast items.

The contract specifications require the contractor to be responsible for considerable quality control work. The sampling to be done by you is in addition to that work. If sampling of reinforcing or other items relative to these precast units is needed, you should do that also.

RWE:jr

cc: E. S. Hunter
J. B. Boyd
John Jenkins
Alfred Shirley
Ed Hardt
John McCarthy w/att.



9294

C.

R/D

December 18, 1981

CON S #9294

Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, OR 97204

Asked Bryant to redo the

RE: Justice Center
Contract #9294

ATTN: E.N. Newman

Dear Sir:

I have your letter of December 10, 1981, and find it disappointing that my previous letter was misunderstood. Please disregard that letter. I shall attempt to be more succinct in this one.

Your offer to alter the contract specifications on the above project is rejected. I cannot and will not become Construction Manager and/or Project Manager on this contract. You are hereby instructed to follow the contract administration provisions contained in the contract. These provisions, simply stated, require that you provide prior written notice of disputed work to the Construction Manager. Written acknowledgement of receipt of such notice is not required and will not be issued. Contact with and advice to the Project Manager concerning disputed work is the responsibility of the Construction Manager -- not the contractor. Any burdens or delays you wish to inflict upon yourself will be judged accordingly.

Hopefully, this will conclude this matter and the project can continue to progress in the workmanlike cooperative spirit that we feel does, in fact, exist.

Sincerely,

H.S. Coulter
State Highway Engineer

HSC:OBJ:cb

cc. R. W. Ellison
Turner Const. Co.

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HOFFMAN CONSTRUCTION COMPANY

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FOR
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December 10, 1981
HCC-G-167

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Justice Center - Phase 3
Contract No. 9294
Portland, Oregon
Our Job No. 8116
State Authorized Representative
Your File No: CON 5 9294

Dear Mr. Coulter:

Thank you for your letter responding to our inquiry regarding the naming of the individual who is authorized by the State to make changes in the contract which involve additional costs. The last sentence of the second paragraph in your response states that "Notification of commencement of work for which you intend to make a claim must be received by the Project Manager prior to the start of the work." There is presently no means for us to know if the Project Manager has received our notice.

To overcome the aforementioned problem, we will send the original copy of our notice to Turner with a copy mailed directly to Mr. Ellison. Mr. Ellison's copy will have a space at the end of the letter for his signature acknowledging receipt of our notice. Once Mr. Ellison returns the acknowledgement copy to us, we will know that he has been notified and we are allowed to proceed with the work.

We understand the State's position, expressed by Mr. Boyd, regarding responsibility for costs caused by delays resulting from disputes involving the definition and/or interpretation of the scope of the Contract. The State's position in this matter is only valid if the State's position in the dispute that caused the delay is correct.

We cannot totally agree with your observation that the processing of price agreements for changed work is proceeding satisfactorily. The process is improving where we have reached agreements but we are not satisfied with the handling of disputed items or matters involving conflicting or missing in-

formation in the design documents. We will make an effort to settle such issues with the Construction Manager and your Project Manager. If we cannot satisfactorily resolve the outstanding issues, we will bring the matters to your attention and seek your help and the assistance of any other Department of Transportation administrators who are earnest in their desire to settle problems on the Justice Center project on a fair and timely basis.

Please do not hesitate to call me if you have any questions.

Very truly yours,

E. N. Newman
Vice President

ENN:kak

cc: John McCarthy - Turner
Robert Ellison - State Highway Engineer
Field Office

9294

ROW 12

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 18, 1981

In Reply Refer to File No.:

John McCarthy, Project Manager
Turner Construction Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Display Windows at Madison Street
File 46993
FAP. No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear John:

Design and pricing of the display windows on Madison Street should provide windows for all three openings. This will prevent giving the building an unfinished look as would be the case if only two windows were treated. Your $20,000 preliminary estimate for this work (three windows) is within the amount previously authorized. I have previously written a Contract Revision Authorization (half-slip) and Owner Change Request No. 1 (Oregon Department of Transportation) covering this item which is indicated as change number C3-4.

Please proceed in a timely fashion in order that delays to the precasting of the related exterior panels may be prevented.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
D. E. Wilken
Tuck Wilson
Earl Bradfish
Jack Cornwall

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 18, 1981

Tuck Wilson
1600 Benjamin
Franklin Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Supplemental Agreement
No. 7 to Phase III
Agreement
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Tuck:

As discussed with you previously, it is necessary to have an additional Supplemental Agreement to the Phase III Public Works Agreement. This Agreement is for the continued service by Multnomah County of the pumping station serving the Jail complex. I believe the terms are self-explanatory. You have previously received a letter from Tom Guiney on this item. I would appreciate the prompt execution of the Agreement in order that no break in service occurs.

Very truly yours,

Bruce

J. B. Boyd, PE, PLS
Right of Way Manager

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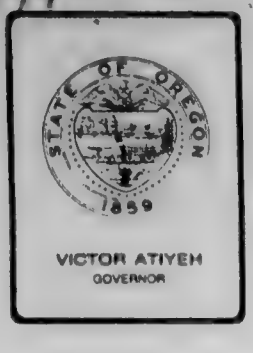
JBB:jh

cc: Tom Walsh
H. S. Coulter ✓
E. S. Hunter
Ed Hardt
Dale Wilken
Attn: Glenn Hossner

Form 734-3122

9291-

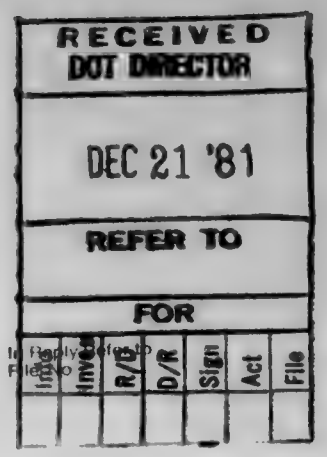
ROW 12



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310



December 18, 1981

John McCarthy, Project Manager
Turner Construction Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Skylight
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

You recently requested copies of the attachments to my letter of November 25, 1981. Those attachments are enclosed.

Since writing to you, we have made further investigation into the skylight matter and believe that your response to my letter will not be necessary.

Information received from the Architect indicates the following:

1. The Architect has no calculations covering the actual IBG skylight system. They have a letter from IBG stating that the system does comply with the contract specifications. The Architect is relying on this letter. The facts will be known when the shop drawings are checked.

2. There are calculations relative to the McFarland skylight. Based on those, the Architect states that the McFarland system is satisfactory if the specified windloading is reduced to 42psi and the maximum deflection of the mullions is limited to 1.38". The reduced windload meets or exceeds the requirements of the governing building codes.

The Architect now states that both systems are acceptable from the standpoints of performance and appearance and are suitable for the use intended. Based on this recommendation the Contractor (Hoffman Construction Co.) may provide either system. If the McFarland system is provided, Hoffman Construction Co. must guarantee in writing, as part of their substitution request, that Hoffman Construction Co. will hold the State, County, City, FHWA,

Noted
tm

Form 734-3152

and their agents or assigns, harmless for any claims by any party arising because of the use of McFarland system as a substitute.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jh
Attach.

cc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd w/attach.
Tuck Wilson w/attach.
Earl Bradfish w/attach.
Jack Sollis w/attach.
D. E. Wilken
Jack Cornwall

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 17, 1981

In Reply Refer to
File No.:

City of Portland
Bureau of Facility
Management
1020 S.W. Front St.
Portland, Oregon 97204

Attention: Steve Salvey

RE: Justice Center
Phase III Construction
Contract 9294
Revise Mail Room
City of Portland
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Per your request, I attach the following information regarding the City's proposed mail room change:

1. Meeting notes - Project Management Team Meeting, May 19, 1981 - Item 6h.

2. Agenda - Owner's Progress Meeting - December 1, 1981. Attachment - Item C3 81.

As you can see, this matter has been pending for some time and should be brought to a conculsion. The cost of construction work to make the change is estimated at approximately $5,000 depending upon the actual changes made. There will also be a fee for the architectural services required in the design.

All additonal costs incurred by this change will be funded with City monies only outside of the City/State guaranteed maximum amount agreement.

If the City requires this change, Earl Bradfish should initiate an "Owner Change Request" covering same. This should be done as soon as possible in order to prevent construction delay and additional cost.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

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RWE:jr
Attach.
cc: E. S. Hunter
J. B. Boyd
Earl Bradfish
Jack Cornwall
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 17, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). The revision is as follows:

Increase height of planter boxes on 3rd Avenue
(C3-25)

This change is necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: E. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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9294

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

NOTED
E. S. HUNTER

December 15, 1981

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
City Emergency Command Center
Architects Fees
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

Attached is the latest information I have received from the Architect regarding City Change Request No. 1 - emergency command center.

I understand that you have previously authorized the Architect to proceed with design work except for the emergency HVAC, which may or may not be included. I cannot pay the Architect for this design work until I have completed a supplemental agreement with him covering same. I cannot complete the supplemental agreement until I know how much work you will approve.

Please let me know if the $3,625 shown for architect design cost (includes HVAC) is approved. If not, how much and which items are approved. I will proceed with the Architect's supplemental agreement upon hearing from you.

I understand that the entire cost of the City emergency command center is financed entirely with City funds outside the guaranteed maximum agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RECEIVED
TECHNICAL SERVICES
DEC 15 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Jack Cornwall
John McCarthy

Form 734-3122

9294

R.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 14, 1981

MISC. CONTRACTS and
AGREEMENTS No. 5439

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Architect/State Agreement
Supplement No. 19
Cell Sprinkler Delay
Night Light Control
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Attached for your file is a fully executed copy of Supplement No. 19 to our Architectural Design Agreement.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: Bob Gormsen w/att.
Tuck Wilson w/att.

1-15-82
Sales tax not
necessary to
request [illegible]

Form 734-3122

9214

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 14, 1981

Norma Gleason
Public Art Consultant
Metropolitan Art Commission
Corbett Building, Room 314
430 Southwest Morrison St.
Portland, OR 97204

RE: Justice Center
1% for Art
Lighting for Art
File 46993
FAP No. I-205-7(8)311
(JAIL)

NOTED
E. S. HUNTER

Dear Norma:

This is in response to the question regarding lighting for art which you brought up during our meeting last Thursday.

Lighting necessary for the display of art in the Justice Center can be financed with 1% for Art funds. No other funds are available from the Justice Center project for this item. The lighting must be of minimal cost in keeping with the purpose intended.

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr

cc: E. S. Hunter
J. B. Boyd
D. E. Wilken
Earl Bradfish
Tuck Wilson
Jack Cornwall
John McCarthy

RECEIVED
TECHNICAL SERVICES
DEC 14 '81
REFER TO
FOR
Info | Review | R/W | D/R | Spec | Act | File

Form 734-3122

9294

2.

VICTOR ATIYEH
GOVERNOR

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 8, 1981

In Reply Refer to
File No.:

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Tuck:

Attached for your information is a copy of a letter from our Construction Manager. I am sending the attachment because it more completely describes the work and status.

Turner Change No.	Description
C3-99	Change type of light fixture in LL1 secure interview rooms

Very truly yours,

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter ✓
C. T. Keasey w/att.
J. B. Boyd
John McCarthy
Jack Chapman w/att.

RECEIVED
TECHNICAL SERVICES
DEC 9 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 7, 1981

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a contract revision authorization which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). This revision includes the following:

> Provide electric strike instead of electric dead bolt for six police doors to allow ingress by latch key as well as key card and allow egress by turning door knob.
>
> Claim File No. C3-73.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
TECHNICAL SERVICES
DEC 8 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 3, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Phase III
C3-98
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S.COULTER

Dear Jack:

Attached is a copy of a contract revisions authorization which was written against the Phase III Construction Contract:

: Provide a gooseneck and flashing for 18" x 18" exhaust air opening at roof.

The change is necessary because of omission or conflict in the contract plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for this item, is to be done at no cost to the State.

Very truly yours,

Bob

R. W. Ellison, PE, PLS
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy

RECEIVED
STATE HWY ENGR
DEC 7 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

December 3, 1981

CON 5
9294

E. N. Newman, Vice President
Hoffman Construction Company
900 Southwest Fifth Avenue
Portland, OR 97205

Dear Mr. Newman:

SUBJECT: Justice Center
Phase III Construction
Contract 9294
State Authorized Representative
File 46993
FAP No. I-205-7(76)312 (JAIL)

Thank you for your letter of November 16 describing your desire to notify a state official prior to proceeding with work for which you intend to claim additional costs. You ask that I identify the individual who is authorized to make contract changes and receive your notices. That individual is the state person in charge of the project and is the Project Manager as identified in the contract (Articles 2.3.3.2 and 3.1.2 of the supplementary conditions and Section 2, Article 3.1.2 of Addendum Letter No. 1).

As you are aware, the Project Manager is Robert Ellison. Your notices of intent to proceed should be made to the Project Manager through the Construction Manager. The Construction Manager will forward the request by mail, telephone, or other appropriate means in keeping with the urgency of the situation. The Project Manager, or his supervisor, will be available during working hours for response as necessary. Notification of commencement of work for which you intend to make a claim must be received by the Project Manager prior to the start of the work.

It is essential that work on this project not be delayed. I concur with your assessment that a project as complex as the Justice Center may cause some temporary disagreement regarding interpretation and scope of the contract documents. The procedure for notification of intent to made a claim is as outlined above. In view of this procedure, I must reiterate the state's position as presented in Mr. Boyd's letter of October 14, 1981, "If a delay occurs because of your refusal to do work you consider outside the scope of the contract, we will hold Hoffman Construction Company responsible."

I understand that the procedure used by our Construction Manager (Turner Construction Company) and Hoffman Construction Company to process price agreements covering agreed changes in the contract work is working satisfactorily. The cooperation exhibited by the Hoffman Construction Company in advancing this project is appreciated and this spirit continued will benefit all parties involved.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

RWE:jh 1b

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
J. B. Boyd

HOFFMAN CONSTRUCTION COMPANY

RECEIVED
STATE HWY ENGR
27
NOV 19 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

November 16, 1981
HCC-G-150

cy Ellison cy 11/27
due 12/4

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Justice Center - Phase 3
Contract No. 9294
Portland, Oregon
Our Job No. 8116
State Authorized Representative

Dear Mr. Coulter:

We are the prime contractor for the construction of the referenced project. The project is unique for the State Highway Department since it (1) involves construction of a complex building, (2) is being administered by a Construction Manager, not directly by the State or its employees, and (3) is not being constructed under the State's standard Highway Department construction contract.

The items mentioned above which make this job unique for the State are also leading to problems which require solutions that may also be unique for the State. It is impossible to design a facility as complex as the Justice Center without making errors and omissions in the design. Correction of these errors and omissions require change orders, some of which must be acted upon immediately to avoid delays in the work. Furthermore, the complexity of this project also leads to disagreements between the contracting parties with regard to the interpretation and scope of the contract documents. The provisions in the contract regarding change orders and resolution of disputes may need some adjustment to provide a better method for handling these items. We are not suggesting revisions to the contract in this letter. The purpose of this letter is to request that you designate the individual that the State Highway Department agrees to recognize as their representative to receive legal notices and who is authorized to make contract changes.

Per paragraph 2.3.3.1 of the Contract General Conditions, "The Construction Manager's authority on this project is as designated by the Project Manager. This authority does not include such things as authority to approve contract changes or semifinal and final inspection of the project." Since the aforementioned contract provisions specifically prohibits the Project Manager from authorizing the Construction Manager to approve contract changes, there is no procedure for the Construction Manager to authorize us to proceed with changes

before the State approves such changes. We have discussed this matter with an attorney, Norm Kobin. He believes that Hoffman is taking a risk in proceeding with changed work or work in dispute unless we have notified the individual designated by the State as their representative with authority to approve changes. Mr. Kobin informs us that we must give written notices to all key State of Oregon Highway officials that we are proceeding with changed work for which we intend to claim additional costs unless the State designates one (1) person, authorized to make contract changes, to whom we are to address such notices. Please identify the individual and address to which we should send such notices.

Your prompt response to this request will be appreciated. Please call me if you have any questions.

Very truly yours,

Ed Newman

E. N. Newman
Vice President

ENN:kak

Pkt#4

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 14, 1981

In Reply Refer to File No.:

Mr. N. E. Newman
Vice President
Hoffman Construction Company
900 S.W. 5th Avenue
Portland, Oregon 97205

RE: Justice Center
Phase III
Contract Interpretation Dispute
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Mr. Newman:

It appears that the attempt of the Construction Manager to reach agreement with you on clarifying the contract through a price agreement has not been successful.

The sole purpose of the price agreement was to clarify the contract with respect to directives and interpretations issued by the Construction Manager. The intent being that the job would be prosecuted with due diligence regardless of any disagreement that might arise between the Construction Manager and the Contractor as to whether a particular item of work was or was not within the limits of the contract.

The purpose of the clarification language was to indicate that if the Construction Manager directed the Contractor to do the work, the work would be done and if the Contractor felt that it was outside the scope of the contractual provisions, the Contractor could submit a claim which would be reviewed in the normal process.

As you would not agree to that language and added additional language, it was not acceptable to either Construction Manager or the State. Please be advised that we do not concur that the best method is to handle each item on a case by case basis.

If a delay occurs because of your refusal to do work you consider outside of the scope of the contract, we will hold Hoffman Construction Company responsible. Both final completion and damages sustained by the State will be a basis for claims against the Contractor.

Form 734-3122

I am sorry we were unable to resolve the issue of clarifying this point, but the added conditions imposed by your company were beyond what we could accept. I will be glad to meet with you and discuss this matter at any time as this project is too important to allow an item such as this to cloud our common interests in this matter.

Very truly yours,

J. B. Boyd
Right of Way Manager

JS:jr

cc: H. S. Coulter
E. S. Hunter
Jack Sollis
R. W. Ellison
John McCarthy
C. T. Keasey

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

TRANSMITTAL

RIGHT OF WAY ADMIN.
RECEIVED
Date

TO: O.D.O.T. Date: 9/29/81

Transmittal No.

RE: JUSTICE CENTER PHASE 3

CONT. NO.

ATTN: BOB ELLISON

We are sending you herewith ☒ Under separate cover ☐ By

NO. OF COPIES	DRAWING NO.	REVISED OR DATED	DESCRIPTION
2EA	DOCUMENTS		RE: PROCEEDING WITH DISPUTED WORK P.A. #4

Transmitted for: ☐ Approval ☐ Correction ☐ Files ☐ Information ☐ Estimate ☐ Signature ☒ Comment

Remarks: THE CONTRACTOR IS SAYING HE WILL REVIEW SITUATIONS ON A CASE BY CASE BASIS. WE FEEL HE SHOULD NOT HAVE THIS OPTION. INTENT OF CONTRACT SHOULD BE MADE CLEAR TO HIM PLEASE REVIEW

Copies to

TURNER CONSTRUCTION COMPANY

By

RECEIVED
SEP 24 1981
TURNER CONST., PORTLAND

HOFFMAN CONSTRUCTION COMPANY

September 22, 1981
HCC-T-70

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

ATTN: Mr. John McCarthy

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Price Agreement No. 4
Proceeding with Disputed Work

Gentlemen:

With respect to your letter dated September 14, 1981 regarding our suggested revisions to your language for Price Agreement No. 4, we do not agree that our suggested revisions are unreasonable.

Apparently, the referenced subject will be left unsettled and handled on a case-by-case basis as the issue comes up.

Very truly yours,

E. N. Newman
Vice President

ENN:kak

cc: Jobsite

1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

September 14, 1981

Mr. E. N. Newman, Vice President
Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97205

Re: Justice Center - Portland
Price Agreement No. 4
Proceeding with Disputed Work

Dear Mr. Newman:

This letter will acknowledge receipt of our modified and unsigned Price Agreement No. 4.

Your request for clarification in this matter has grown beyond reasonableness. It is particularly annoying to us that you ask for a clarification and yet you wish to exclude 80% of the contract (subcontractors, vendors, etc.) from its effectiveness. In addition, you suggest you don't know the cost impact of signing such a clarification. Generally, an item is not known to be in dispute until a claim is submitted. Either the claim is reimbursable or not.

We can certainly see the perplexity you are involved with if you have not passed this clarification on to your subcontractors. However, I am sure you can see our objections to such "openendedness" as items 6 and 7 suggest.

We will not issue Price Agreement No. 4 with the terms you suggest.

Very truly yours,

J. P. McCarthy
Project Manager

cc: Bob Ellison - ODOT
Jim Cure - HCCo

File: C3-35

JPM:cs

RECEIVED
SEP 15 1981

Jack Sollis, Assistant
Attorney General & Chief Counsel

September 15, 1981

R. W. Ellison
Project Manager

Justice Center
File 46993
FAP No. I-205-7(76)312
Contract 9294
Phase III Construction
Disputed Work

Attached for your information is recent correspondence between the Contractor (Hoffman Construction) and our Construction Manager (Turner Construction Company) relative to the handling of disputed work. You may remember that we had the Construction Manager initiate a price agreement (attached) which adds to the contract specs a method for handling disputed work. The dispute was whether or not certain work was a part of the contract requirements. The Contractor is now suggesting revisions to the price agreement (attached) which the Construction Manager does not find acceptable.

This information is sent to keep you abreast of the situation.

RWE:jr
Attach.

cc: E. S. Hunter w/att.
J. B. Boyd
C. T. Keasay w/att.

Hold

Comments re: Ed Newman
letter 9-10-81
By J. Mc

1. The Contract uses the word "event." We do not wish to eliminate that general term and specify that only C/M "directives and interpretations" are subject to the 20 day notification. All claim occurances must be reported within 20 days.

2. Acceptable

3. Acceptable

4. Letters to proceed on disputed items will only be issued for WORK WHICH MUST TAKE PLACE TO MAINTAIN IMMEDIATE SCHEDULE. WHERE THERE IS TIME TO RESOLVE THESE MATTERS IT WILL BE DONE IN THE USUAL MANNER WE WISH TO MAINTAIN THE WORD "may" TO INDICATE THAT THE C/M WILL USE HIS DISCRETION REGARDING THE ISSUANCE OF "proceed" letters.

5. Acceptable

6. We cannot agree to this type of disclaimer. The contractor asked for clarification regarding proceeding with disputed work. This paragraph would suggest that approximately 80% of the contract (subcontracts) would not be effected by this P.N. totally unreasonable

7. We cannot agree to such an open ended statement Pricing of disputed items should be no different than agreed upon charges. The cost of proceeding with a disputed item should be the same as if we or Vineyard had that it was with in the contract

HOFFMAN CONSTRUCTION COMPANY

September 10, 1981
HCC-T-54

RECEIVED
SEP 12 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

Attn: Mr. M.W. Bloomfield

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Price Agreement No. 4

Gentlemen:

We have reviewed Price Agreement No. 4 and suggest that the language be incorporated per the enclosed document.

We are not transmitting this change to our subcontractors or suppliers so do not know what their response will be, if and when your suggested procedure for handling work in dispute is actually applied to them. We have added Paragraph 6 to cover the potential problem of enforcing the provisions in Price Agreement No. 4 with subcontractors and suppliers.

Since you have included no provisions in Price Agreement No. 4 for reimbursement of any additional costs incurred by us, our subcontractors and our suppliers for handling disputes in the manner which you have proposed, we have added Paragraph 7 to cover this matter.

If our suggested language is acceptable, please reissue the Price Agreement accordingly and return it for our signature. Please notify us if you have any questions.

Very truly yours,

E.N. Newman
Vice President

RECEIVED
SEP 16 1981

ENN:cjs
Enclosure

cc: Jobsite

1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

August 21, 1981

Mr. Jim Cure
Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97205

Re: Justice Center - Phase 3
Price Agreement No. 4

Dear Mr. Cure

Find attached Price Agreement No. 4 describing the course of action to follow with regard to disputed items.

Please sign where indicated and return to the writer for further execution.

Sincerely,

MW Bloomfield

M. W. Bloomfield
Project Engineer

File: C3-35

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name Justice Center - Phase 3 Date August 21, 19 8

Highway -- Contract No. 9294

County Multnomah Prefix 626-1072

Contractor Hoffman Construction Company F. A. Project No. I-205-7 (76) 31

Address 900 SW Fifth, Portland, Oregon 97205 Price Agreement No. 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and accordance with the instructions of the engineer.

Work to be done:

This agreement clarifies the meaning and intent of Paragraph 2.3.3.3 of the Supplementary Conditions and Paragraphs 2.3.10, 2.3.11, 2.3.12, 2.3.13 and 12.3.1 of the A.I.A. General Conditions with respect to directives and interpretations issued by the Construction Manager, as follows:

1. The Contractor shall notify the Construction Manager in writing within twenty (20) days after receipt of a written directive or interpretation for which Contractor claims an increase in the Contract Sum.

2. This written notice shall take place prior to the Contractor proceeding with the work which causes the increase in the Contract amount, except in the case of an emergency.

3. If the claim is deemed valid, a Change Order shall be issued in accordance with the Contract.

4. If the claim is deemed not valid by the Construction Manager, the Contractor will proceed with the work involved as directed, in writing, by the Construction Manager.

(Continue to Page 2)

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Signed ..... Contractor

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer

SP-70858-734
Form 734-1169 (Rev. 3-79)

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name Justice Center - Phase 3 Date August 21, 19 81

Highway -- Contract No. 9294

County Multnomah Prefix 626-1072

Contractor Hoffman Construction Company F. A. Project No. I-205-7 (76) 312

Address 900 SW Fifth, Portland, Oregon 97205 Price Agreement No. 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

5. The Construction Manager is authorized to issue written directives to proceed with the work and such directives shall have the force and effect as if issued by the Project Manager. A direction to proceed in writing by the Construction Manager does not constitute acceptance of the claim by the Owner nor does it prohibit the Contractor from pursuing his claim to a final determination.

6. The provisions of this Price Agreement No. 4 shall apply only to that part of the work performed by the Contractor's organization. These provisions shall not apply to work performed by Subcontractors or material or equipment supplied by Vendors of Contractor, until these provisions are accepted in writing by the Subcontractor or Vendor whose work is involved.

7. Since the cost impact of the procedure set forth in this Price Agreement cannot be determined at this time, the Contractor, for himself, his Subcontractors and Vendors, reserve the right to pursue a claim for additional costs, if any, arising out of the procedure set forth in this Price Agreement. Such claim, if any, will be filed prior to Contractor's acceptance of final payment.

Specifications, basis of measurement and other provisions:

A.I.A. General Conditions - Paragraph 2.3.10, 2.3.11, 2.3.12, 2.3.13 and 12.3.1

Supplemental Conditions - Paragraph 2.3.3.3

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Signed ..... Contract

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer

BP-70858-734
Form 734-1169 (Rev. 3-79)

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name: Justice Center-Phase 3 — Date: August 21, 19 81

Highway: -- — Contract No.: 9294

County: Multnomah — Prefix: 626-1072

Contractor: Hoffman Construction Company — F. A. Project No.: I 205-7 (76) 312

Address: 900 SW Fifth, Portland, Oregon 97205 — Price Agreement No.: 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: This agreement clarifies the meaning and intent of paragraph 12.3.1 of the A.I.A. General Conditions as follows:

1. The Contractor shall notify the C.M. in writing within 20 days of the event which causes an increase in the Contract amount.

2. This written notice shall take place prior to the Contractor proceeding with the work which causes the increase in the Contract amount.

3. If the claim is deemed valid by the C.M. the amount will be negotiated and/or approved in the usual manner.

4. If the claim is deemed not valid by the C.M. and the work must proceed to effect building completion, the C.M. may direct the Contractor to proceed in writing.

5. A direction to proceed in writing by the C.M. does not constitute acceptance of the claim by the C.M. nor does it prohibit the Contractor from persuing the claim.

(see attached for continuance)

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name Justice Center - Phase 3 Date August 21, 19 81

Highway -- Contract No. 9294

County Multnomah Prefix 626-1072

Contractor Hoffman Construction Company F. A. Project No. I-205-7(76)312

Address 900 SW Fifth, Portland, Oregon 97205 Price Agreement No. 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Paragraph 2.3.3.3 of the Supplemental Conditions indicates that the Project Manager (owner) may review disputed items between the Contractor and C.M. and render a decision as necessary.

Specifications, basis of measurement and other provisions:

A.I.A. General Conditions - Paragraph 12.3.1

Supplemental Conditions - Paragraph 2.3.3.3

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed ..... Contractor

.....

Approved: ..... Deputy State Highway Engineer / Assistant State Highway Engineer or Office Engineer

SP-70866-734
Form 734-1185 (Rev. 8-79)

HOFFMAN CONSTRUCTION COMPANY

RECEIVED
AUG 14 1981
TURNER CONST., PORTLAND

August 13, 1981
HCC-T-27

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

Attn: Mr. John McCarthy

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Proceeding with Work in Dispute

Gentlemen:

This letter responds to your letter dated August 7, 1981 regarding the Construction Manager's interpretation of paragraph 12.3.1 of the Contract General Conditions. Although we appreciate that the means which you suggest in your letter for handling certain matters in dispute may be helpful in keeping the job moving, we believe that your interpretation extends the authority of the Construction Manager beyond that which is contemplated by the Contract Documents.

Please have the Project Manager (Owner) give his written concurrence with the course of action which you have outlined in your letter for handling certain disputed items.

Thank you for your cooperation.

Very truly yours,

E. N. Newman
Vice President

8-17-81
Sent to R.E. for response
along with 8-13-81 letters
& 8-7-81 letters

ENN:kak

cc: Jobsite

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

August 7, 1981

Mr. E. N. Newman, Vice President
Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97205

Re: Justice Center - Phase 3
Your letter dated 8-5-81

Dear Mr. Newman:

Your letter addresses itself to two problems which we would like to separate and address individually. This letter will clarify the question of proceeding with work which is disputed as to "in" or "out of" contract.

You do not mention in your letter paragraph 12.3.1. of the A.I.A. General Conditions. Our interpretation of this paragraph is as follows:

1. The Contractor shall notify the C.M. in writing within 20 days of the event which causes an increase in the Contract amount.
2. This written notice shall take place prior to the Contractor proceeding with the work which causes the increase in the Contract amount.
3. If the claim is deemed valid by the C.M. the amount will be negotiated and/or approved in the usual manner.
4. If the claim is deemed not valid by the C.M. and the work must proceed to effect building completion, the C.M. may direct the contractor to proceed in writing.
5. A direction to proceed in writing by the C.M. does not constitute acceptance of the claim by the C.M. nor does it prohibit the Contractor from persuing the claim.

Paragraph 2.3.3.3 of the Supplemental Conditions indicates that the Project Manager (owner) may review disputed items between the Contractor and C.M. and render a decision as necessary.

We believe the above paragraph effectively describes a course of action to follow with regard to disputed items and which is within the intent of the Contract Documents.

Please contact us if you have any questions.

Very truly yours,

J. P. McCarthy
Project Manager

cc: R. Ellison - ODOT
E. Grigsby - ZGF

File: C3-24

C 3-35

August 7, 1981

John McCarthy
Project Manager
Turner Construction Co.
1221 S.W. First
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)
Phase III Construction
Contract 9294
Contractor Claims

Dear John: -

Pursuant to our conversation of yesterday, please advise Hoffman Construction Company (the Contractor) that a disagreement between the Construction Manager (CM) and the Contractor over payment for work to be done is not considered to be a reason to stop work on the contested portion of the contract. Continuation or completion of such work does not constitute a waiver of the Contractor's right to initiate a claim for payment of the work if the matter cannot be otherwise amicably resolved.

It is the State's intent that the project be progressed in the most expeditious manner and that the Contractor not lose his rights to initiate a claim simply because he completes work in accord with the CM's instructions. Instructions by the CM to complete contested work should be in writing.

The contractor must inform the CM of his intent to claim in a timely manner as required by the terms of the contract.

The contract states that items which cannot be resolved between the Contractor and CM are to be submitted to the Project Manager for resolution. Resolution by the Project Manager is interpreted to mean by the Project Manager or through use of all resources available to the Project Manager. This includes processing the contested item through the State Highway Divisions Claims Review Board if the matter cannot be resolved by the Project Manager. In cases where resolution through the Claims Review Board is not reached, the Contractor's last resort is litigation through the Courts system.

All submissions for settlement of a contested item must be submitted by the Contractor through the CM.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
cc: E. S. Hunter
Jack Sollis
C. T. Keasey
Tuck Wilson
Earl Bradfish

HOFFMAN CONSTRUCTION COMPANY

August 5, 1981
HCC-T-24

RIGHT OF WAY ADMINISTRATION
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OCT - 1 1981
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RECEIVED
AUG 6 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

Attn: Mr. John McCarthy

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Extra Work Column Line "A"

Gentlemen:

With respect to Mr. Bloomfield's letter dated August 3, 1981 rejecting our request for additional payment for certain column work on "A" line below Elevation 62'4", we cannot concur with the Construction Manager's position in this matter. The beam and column work mentioned in Mr. Bloomfield's letter which was performed by the Phase 2 contractor, like the concrete column work along "A" line below Elevation 62'4", is specifically shown on the Phase 3 drawings to be constructed by the Phase 2 contractor. The Phase 2 contractor performed the beam and column work designated to be part of his work on our drawings with the exception of the column work in question.

As we discussed by telephone on August 5, 1981, the contract provisions for resolving disputes is unclear to us. Paragraphs 2.3.12 and 2.3.13 of the General Conditions were amended by addendum to read as follows:

> "2.3.12 Claims, disputes and other matters in question between the Contractor and the Owner relating to the execution or progress of the Work or the interpretation of the Contract Documents shall be referred initially to the Construction Manager for decision. After consultation with the Architect, the Construction Manager will render a decision in writing within a reasonable time.
>
> 2.3.13 All interpretations and decisions of the Construction Manager shall be consistent with the intent of and reasonably inferable from the Contract Documents and will be in writing or in graphic form. In this capacity as interpreter and judge, the Construction Manager will endeavor to secure faithful performance by both the Owner and the Contractor, will not show partiality to either, and will not be liable for the result of any interpretation or decision rendered in good faith in such capacity."

ITEM (3)

Paragraphs 2.3.3.1, 2.3.3.2, and 2.3.3.3 were added to the General Conditions and read as follows:

"2.3.3.1 The Construction Manager's authority on this project is as designated by the Project Manager. This authority does not include such things as authority to approve contract changes or semifinal and final inspection of the project.

2.3.3.2 Under the direction of the Project Manager, the Construction Manager shall manage, direct, coordinate and inspect the construction of the project through to completion. The Construction Manager's supervision shall in no way supersede or dilute the Contractor's obligation to perform the work in conformance with all contract requirements.

2.3.3.3 The Construction Manager will in the first instance be the judge of the performance of the provisions of the contract. In the event any difference arises between the Construction Manager and the Contractor, the Construction Manager shall inform the Project Manager promptly in writing, giving both the details of pertinent facts and applic ble contract provisions and his recommendation as to action to be taken by the Project Manager. Promptly after receipt of the Project Manager's written interpretation, the Construction Manager will transmit it to Contractor."

We do not believe the Construction Manager's interpretation of the Contract Documents, as it applies to the column question, is consistent with the intent of and reasonably inferable from the Contract Documents. The Column Schedule on Drawing S19 clearly indicates that the column work below Elevation 62'4" was to be part of the Phase 2 contract. Apparently, Paragraph 2.3.3.3 of the specifications, cited above, applies in this case since a difference in the interpretation of the contract provisions has arisen between the Construction Manager and the Contractor.

Since we can find no requirement in the Contract Documents that we are to proceed with work in dispute and since Paragraph 2.3.3.1 of the specifica-itons, cited above, does not give the Construction Manager authority to approve contract changes, it appears that the Project Manager's decision is necessary in this case and in all cases where a dispute exists involving the possibility that the resolution of the dispute may require a contract change.

As you can well appreciate, we need an immediate decision from the Project Manager on this matter to avoid delaying the work. We are available to discuss this issue at your convenience.

Very truly yours,

E. N. Newman
Vice President

ENN:kak

cc: Jobsite

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 2, 1981

In Reply Refer to
File No.

Jack Cornwall,
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Crime Lab Plans
and Space
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

I return herewith one set of review plans for the Crime Lab which I have marked up to show comments by myself and Lt. Brooke of the State Police Crime Lab. Also attached are seven hand written sheets containing comments about the plans and specs.

Lt. Brooke and I will meet with you on December 3 to discuss these items and your construction cost estimates. The State Police have indicated that your cost estimates of $295,980 for Phase I and $101,823 for Phase II are higher than their budget will allow. Please indicate where cost reductions can be made and revise the estimates to reflect the lowest costs possible.

Very truly yours,

R. W. Ellison, P.E.
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Earl Bradfish
John McCarthy w/att.
Lt. Brooke w/att.

RECEIVED
TECHNICAL SERVICES
DEC 3 '81
REFER TO

Form 734-3122

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 30, 1981

MISC. CONTRACTS and
AGREEMENTS No. 5439

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 SW Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Architect/State Agreement
[redacted]
Storage Area
[redacted]
Remove Fire Alarm Stations
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Attached for your file are fully executed copies of Supplements No. 17 and 18 to our Architectural Design Agreement.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: Bob Gormsen w/att.
Tuck Wilson w/att.

1-15-82
Letter and att. not necessary
to respond to OK

Form 734-3102

9294

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

November 30, 1981

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 SW 5th Ave.
Portland, OR 97204

RE: Justice Center
Architectural Design
Police Space Planning
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Earl:

The attached letter from the Architect, dated November 25, 1981, is in response to your letter to me dated November 18, 1981, requesting a delay in Police Space planning.

The Architect indicates that 80 hours of work is required by his staff to complete police space planning as originally contemplated. He is willing to apply this credit toward the total cost of the replanning necessary because of anticipated police organizational changes.

Any additional space planning costs will be the City's responsibility and outside of the guaranteed maximum cost agreement with the State. Any additional construction costs will fall in this same category.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Jack Cornwall
John McCarthy

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 25, 1981

John McCarthy
Project Manager
Turner Construction Co.
1221 S.W. First
Portland, OR 97204

RE: Justice Center
Phase III Construction
Contract 9294
Skylight
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

Attached is a copy of Jack Cornwall's letter of November 20, 1981, concerning the skylight for the Justice Center.

Apparently it has been determined that the IBG skylight does meet the requirements of the specifications while the McFarland substitute does not meet the windload requirement.

I am not completely familiar with the status of the McFarland skylight under the terms of the contract regarding post-award requests for substitutions.

Your advice and recommendation regarding this matter is requested.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter w/att.
J. B. Boyd w/att.
Tuck Wilson w/att.
Earl Bradfish w/att.
Jack Cornwall w/att.

Form 734-3122

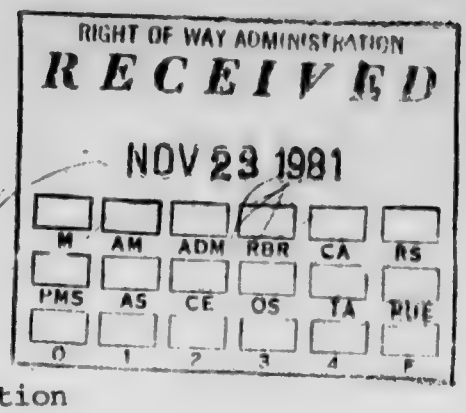
Architecture / Planning · Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

320 S.W. Oak Suite 500 Portland, Oregon 97204

503 224-3860 Cable: ZGFOREGON

November 20, 1981



Oregon Department of Transportation
Room 110, Right of Way Section
Salem, Oregon 97310

Attention: R.W. Ellison
Project Manager

Reference: Job No. 6031-03
Justice Center - Phase III Construction

Gentlemen:

We respond to your letter of November 10, 1981, concerning the skylight for the Justice Center.

We have completed a thorough review of the construction documents for the skylight and we are satisfied that there are no descrepancies. Drawings and specifications describe a complete, buildable and functional system. The attached letters from IBG and kpff support our conclusions.

Hoffman has requested approval of McFarland instead of the specified manufacturer, IBG. We have reviewed the submittal and have determined that if the specified windload requirement is reduced from 50 PSI to 42 PSI and if a deeper mullion cross section is allowed, the McFarland System will meet the other criteria of the construction documents. The reduced windload requirement has been confirmed by our structural engineer and meets or exceeds the requirements of the governing Uniform Building Code and the ANSI Code. The increased mullion depth is acceptable to us and to the stained glass artist, Ed Carpenter.

In our opinion, the proposed McFarland System as well as the originally specified system by IBG are both acceptable from the standpoints of performance and appearance. We are not privy to other information which may ultimately affect the Owners' decision.

Members American Institute of Architects
[illegible] Norman C. Zimmer FAIA Brooks R.W. Gunsul FAIA Robert L. Frasca FAIA Gary H. Larson AIA
[illegible] Raymond A. Fischer AIA Thomas S. Fruin AIA Lee Cornwall AIA Bernard Jay Cornett AIA
[illegible] Joel E. Kellstrom CSI Robert M. Mackie AIA John A. Moll Wallace W. Roeder AIA
[illegible] Carl E. Ingle AIA Francis J. Gugas SA Ronald P. Gronowski AIA Don Hart PE

We are in no position to hold the State harmless from claims which may result from the Owners' decision. We have no control over the Contractor's actions, no direct communication with the Contractor and no contractural obligation to the State to hold harmless for events beyond our control.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:sam

cc: E.S. Hunter
J.B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy

4274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 25, 1981

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, OR 97204

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, OR 97258

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a letter from our Construction Manager. I am sending the attachment because it more completely describes the work and status.

Turner Change No.	Description
C3-103	Claim on Door Details

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
C. T. Keasey w/att.
J. B. Boyd
John McCarthy
Jack Chapman w/att.

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Form 734-3122

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Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

RIGHT OF WAY ADMINISTRATION
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Turner

November 24, 1981

Mr. Jim Cure
Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97205

Re: Justice Center - Phase 3
Subcontractor Mark-up

Dear Mr. Cure:

The Owner's have reviewed your question of mark-ups by your subcontractors and have responded that they feel our letter of October 5 is a correct interpretation of the specifications.

A total mark-up of 20% on the cost of the work up to $5,000 and 15% for greater amounts will be allowed per the specifications on subcontracted work. How the subcontractor chooses to perform the work and distribute this mark-up is up to him.

We question the fact that Hoffman passed this along with no comment as to where you stand on the validity of your subcontractor's position. In the future, we will expect claims, questions, daily time sheets, etc. to come from Hoffman, not their subcontractors.

Sincerely,

MW Bloomfield

M. W. Bloomfield
Project Engineer

cc: Bob Ellison
J. McCarthy

File: Hoffman Correspondence

MWB:cs

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TECHNICAL SERVICES
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REFER TO
FOR
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9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 16, 1981

In Reply Refer to File No.:

Tuck Wilson
1600 Benjamin Franklin Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Phase III Construction
Contract 9294
Cell Windows
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

The attached letter from our Construction Manager, dated November 11, 1981, expresses concern about the severe test performed on the mock-up cell window on November 10, 1981.

My suggestion that a door be used as battering ram against the window stems from an actual escape from the Deschutes County Jail (Oregon) using this system. Although I had a wooden door in mind, the hollow metal door is probably just as available to inmates. The deterrent to a battering ram could be installation of bars across the windows. Bars have previously been rejected by the County as not in keeping with their decision in favor of a "softer" cell environment and "defusing" of inmates. In view of that decision it may be well to disregard the battering ram test and proceed using only tests similar to those performed on the original windows.

Your decision regarding testing of cell windows is requested.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd w/att.
D. E. Wilken w/att.
John McCarthy

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Form 734-3132

9294

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 16, 1981

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information is a copy of a letter from our Construction Manager. I am sending this attachment because it more completely describes the work and status.

Turner Change No.	Description
C3-69	Phase II corrective work to be done in Phase III. Receive credit from Phase II to pay Phase III.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
C. T. Keasey w/att.
J. B. Boyd
John McCarthy
Jack Chapman w/att.

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9294

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1981

In Reply Refer to
File No.:

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
Contract 9294
Markup on Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

I have your November 9, 1981 correspondence package regarding markups on contract changes.

The specifications clearly state the items which are allowed for overhead and profit on contract changes. These include allowances for the contractor and allowances for subcontractors. There are no allowances for sub subcontractors or other tier contractors.

The allowance for subcontractors applies only to work done by that contractor's own forces. Work done by other than that contractor's own forces does not receive the allowance.

The claim by subcontractor, Natkin, that work performed by other than their own forces is work performed by their forces has no basis in fact. The facts cannot be changed. Work performed by other than Natkin's forces is, in fact, not work performed by Natkin's forces and by terms of the specifications is not eligible for an allowance.

Your letter of October 5 to Hoffman is a correct interpretation of the specifications.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
cc: E. S. Hunter w/att.
J. L. Sollis w/att.
C. T. Keasey w/att.
J. B. Boyd w/att.

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Form 734-3122

HOFFMAN CONSTRUCTION COMPANY

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October 20, 1981
HCC-T-97

RECEIVED
OCT 21 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

ATTN: Mr. John McCarthy

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Turner Letter of 10/5/81

Gentlemen:

We are forwarding Natkin's response to your letter of October 5, 1981 (Tier Subcontractor Mark-Ups). Paragraph 12.1.6 of Supplemental Conditions does not specifically address this question. The letter writing to date has been fruitless, so I suggest we get the necessary parties together in a meeting and find the solution. We need to get this resolved.

We remain open for discussion at the earliest convenient time.

Very truly yours,

J. H. Cure
Operations Manager

JHC:cjs
Enclosure

cc: Jobsite

NATKIN
& COMPANY
A FISCHBACH COMPANY

MECHANICAL
CONTRACTORS
INDUSTRIAL PIPING
POWER PLANTS
AIR CONDITIONING
PLUMBING
HEATING
SHEET METAL

14830 S. W. 72ND AVENUE • P. O. BOX 23666 • PORTLAND, OREGON 97223 • PHONE (503) 620-4150

October 13, 1981

Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, Oregon 97204

Attention: Mr. Jim Cure
Operations Manager

Reference: Phase 3
Justice Center
Turner Letter on Sub-
Contractor Mark-up

Gentlemen:

We have reviewed the AIA "General Condition of the Contract for Construction" and the "Supplementary Conditions" and are not able to find where our suppliers or anyone we have entered into an agreement with for furnishing us goods and services are referred to and/or identified as "Tier Subcontractors" as stated in the referenced Turner Construction Company letter.

We are hereby stating for the record that we are not required to reveal any/or all mark-ups of our suppliers of goods and/or services by the "Conditions of the Contract". If such a requirement were the intent of the "Conditions" it would be necessary for K-Mart to reveal their overhead and profit in their retail price of a $2.69 can of paint if we were to include that cost in a Change Order Request.

We are at this time and shall continue to mark-up our Change Order Requests at 20% in addition to our costs.

We trust that this letter will resolve this matter and that we can now direct our endeavors towards the construction of this project.

Very truly yours,

NATKIN & COMPANY

Robert L. Waldman

Robert L. Waldman
Asst. Vice Pres.

cc: Hoffman-Boersma
Natkin -Vance

Alaska Office ✓ — Menjee
Bukowski ✓ — [illegible]
Bullock — [illegible] ✓
Collier ✓ — Olden
Cure — Perry
Drinkward — [illegible]
Fredrickson — [illegible]
Glidden — Polnost

File — OCT 15 1981

Hancock — Purvis
Harrower — Skopil
Herron — Smith
Hoffman — Steffen
Hutchison A. — Stein
Hutchison D. — Stringfield
[illegible] — Tidball
[illegible] — [illegible]

Turner Construction Cor ny
1221 S.W. First Avenue, Portl Oregon 97204
Telephone (503) 224-3057

urner

October 5, 1981

Mr. Jim Cure
Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97205

Re: Justice Center - Phase 3
Natkin Letter on Tier Subcontractor Mark-up

Dear Mr. Cure:

As we discussed on Friday the 2nd, we have no problem with Natkin's interpretation that all work assigned to Natkin whether performed by Fullman, Harder or any other tier subcontractor be considered as performed by Natkin's forces and a 20% mark-up be applied.

However, we will expect and only accept work performed by Fullman, Harder or any other tier subcontractor to be billed at cost with no mark-ups for overhead and profit. It will be Natkin's responsibility to distribute any dollars to his subcontractors for overhead and profit from the 20% he receives.

Sincerely,

MW Bloomfield

M. W. Bloomfield
Project Engineer

cc: J. P. McCarthy

File: Hoffman Correspondence

MWB:cs

HOFFMAN CONSTRUCTION COMPANY

September 30, 1981
HCC-T-77

RECEIVED
OCT 1 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

ATTN: Mr. John McCarthy

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Tier Subcontractor Mark Up

Gentlemen:

We have had several discussions recently with our subcontractor (Natkin & Company) about the percentage of mark up they are permitted to apply on the work subcontracted by Natkin. The reference in Paragraph 12.1.6.2 of Supplementary Conditions is for Hoffman's subcontractors. Since we are unable to clearly interpret this paragraph to include Natkin, we have enclosed a copy of their letter to us addressing this question for your review and comment.

We await your comments. Thank you.

Very truly yours,

J. H. Cure
Operations Manager

JHC:cjs
Enclosure

cc: Jobsite
Reg Perry

NATKIN
& COMPANY
A FISCHBACH COMPANY

MECHANICAL
CONTRACTORS
INDUSTRIAL PIPING
POWER PLANTS
AIR CONDITIONING
PLUMBING
HEATING
SHEET METAL

14830 S. W. 72ND AVENUE • P. O. BOX 23668 • PORTLAND, OREGON 97223 • PHONE (503) 620-4150

September 25, 1981

Hoffman Construction Company
900 S. W. Fifth Avenue
Portland, Oregon 97204

Attention: Mr. Jim Cure
Operations Manager

Reference: Justice Center
Phase 3

Gentlemen:

Please be advised that all Change Order Requests henceforth submitted by Natkin & Company will be at all costs plus (20%) twenty per cent.

It is our interpretation of the Supplementary Condition, Article 12 on page 12 that the Subcontractor is addressed in Subparagraphs .3, .4, .5, and .6 only. We further consider that all work that is the responsibility of Natkin & Company, irregardless of our assignment of the work, shall be considered as being performed by our own forces.

If you have any questions or comments in regard to this matter please contact this office.

Very truly yours,

NATKIN & COMPANY
Robert L. Waldman
ROBERT L. WALDMAN
Asst. Vice Pres.

RLW/gem

xc: Hoffman - Doersma
Natkin - Vance
Natkin - Jobsite

Alaska Office — Montee
Bukowski — Myers
Bullock — Nieman
Collier — Olsen
Cure — Perry
Drinkward — Peterson
Fredrickson — Picard
Ghiglen — Pothast

File — SEP 28 1981

Hancock — Purvis
Harrower — Skopil
Herron — Smith
Hoffman — Stellen
Hutchison A. — Stein
Hutchison D. — Stringfield
Lee — Tidball
Mills — Trahan

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1981

In Reply Refer to File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
1600 Benjamin Franklin Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of letters from our Construction Manager. I am sending the attachments because they more completely describe the work and status.

Turner Change No.	Description
C2-35	Close out Phase II contract (Todd) by receiving credit for minor uncompleted items. Will pay Hoffman the same amount to complete the work later.
C3-22	Cancel graphics change.
C3-76	False wall to hide plumbing and mount drinking fountain.
C3-91	Revise security air grilles at concrete block walls.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
Attach.
cc: E. S. Hunter
C. T. Keasey w/att.
J. B. Boyd
John McCarthy
Jack Chapman w/att.

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TECHNICAL SERVICES
NOV 16 '81
REFER TO
FOR
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Form 734-3122

9211

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

November 13, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
Fifth Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

1. Provide false wall to hide plumbing and hang drinking fountain on first floor.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 12, 1981

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Contract 9294
Phase III Construction
Contract Changes
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of letters from our Construction Manager. I am sending the attachments because they more completely describe the work and status.

Turner Change No.	Description
C3-83	Modify roof framing and slabs
C3-84	Reroute 2nd floor condenser lines
C3-85	Claim/water vaults
C3-86	Relocate exhaust grills

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: E. S. Hunter
C. T. Keasey w/att.
J. B. Boyd
John McCarthy
Jack Chapman w/att.

RECEIVED
TECHNICAL SERVICES
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FOR
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Form 734-3122

#7294

DW 12

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

November 12, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

1: Add smoke detector and ceiling mounted speaker to second pod control room (pod B, floors 5-8) which was created when original control room was divided by wall required by addendum.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
STATE HWY ENGR
NOV 12 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 10, 1981

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Skylight
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Mr. Grigsby's letter to Turner Construction Company and subsequent information give me cause to believe there is a problem concerning the skylight over the Third Street lobby. Apparently the problem stems from a discrepancy between the contract plans and the specifications as prepared by the Architect.

The owners are looking to the Architect to resolve the problem without additional cost. In case of a substitution, as indicated in Mr. Grigsby's letter, the terms of the contract must be carefully followed to prevent claim or litigation by the Contractor and his subs or suppliers.

If the Architect finds it proper to recommend the substitution, the Architect must hold the State harmless from all claims.

In accord with our Agreement, all effort expended on your part in resolving this problem must be at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy
Brooks Gunsul
Ernest Grigsby

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 10, 1981

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

1. Provide security screws for floor drains on typical housing floors.

2. Change hollow metal doors to wooden doors for holding rooms on third floor.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy

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4294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No

November 9, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

1. Increase size of mechanical exhaust opening in roof.

2. Re-route mechanical duct work on LL1 where it encroaches on vehicular head room between A line and west wall.

3. Install tv antenna conduit for day rooms in typical housing floors.

They are necessary because of omissions or conflicts in the Construction Plans.

In accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is to be done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

RECEIVED
TECHNICAL SERVICES
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Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 2, 1981

In Reply Refer to
File No.:

Jack Cornwall, Project
Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Delay & Delay Override
LL1
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

We have completed a more extensive review of the delay and abort capability omission, for sprinkler systems in the contract plans. Contrary to our letter to you of October 12, 1981, we find the capability is a matter of code and not simply a revision to the system due to owner election.

I presume in accordance with our agreement, the corrective drawings, etc., necessary to construct the complete system in cells on LL1 are to be produced by the Architect at no additional cost to the owner(s).

Very truly yours,

R. W. Ellison
Project Manager

RK:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish
John McCarthy w/att.

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STATE HWY ENGR
NOV 4 '81
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92.94

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 14, 1981

In Reply Refer to
File No.:

Mr. N. E. Newman
Vice President
Hoffman Construction
Company
900 S.W. 5th Avenue
Portland, Oregon 97205

RE: Justice Center
Phase III
Contract Interpretation
Dispute
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Mr. Newman:

It appears that the attempt of the Construction Manager to reach agreement with you on clarifying the contract through a price agreement has not been successful.

The sole purpose of the price agreement was to clarify the contract with respect to directives and interpretations issued by the Construction Manager. The intent being that the job would be prosecuted with due diligence regardless of any disagreement that might arise between the Construction Manager and the Contractor as to whether a particular item of work was or was not within the limits of the contract.

The purpose of the clarification language was to indicate that if the Construction Manager directed the Contractor to do the work, the work would be done and if the Contractor felt that it was outside the scope of the contractual provisions, the Contractor could submit a claim which would be reviewed in the normal process.

As you would not agree to that language and added additional language, it was not acceptable to either Construction Manager or the State. Please be advised that we do not concur that the best method is to handle each item on a case by case basis.

If a delay occurs because of your refusal to do work you consider outside of the scope of the contract, we will hold Hoffman Construction Company responsible. Both final completion and damages sustained by the State will be a basis for claims against the Contractor.

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OCT 15 '81
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Form 734-3122

I am sorry we were unable to resolve the issue of clarifying this point, but the added conditions imposed by your company were beyond what we could accept. I will be glad to meet with you and discuss this matter at any time as this project is too important to allow an item such as this to cloud our common interests in this matter.

Very truly yours,

J. B. Boyd
Right of Way Manager

JS:jr

cc: H. S. Coulter
E. S. Hunter
Jack Sollis
R. W. Ellison
John McCarthy
C. T. Keasey

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 14, 1981

In Reply Refer to
File No.:

Tuck Wilson
1600 Benjamin Franklin
Plaza
One SW Columbia
Portland, OR 97258

RE: Justice Center
Phase III
File 46993
FAP No. I-205-7(76)312
(JAIL)
Owner Change Request
2M/C3-60

Dear Tuck:

Your Owner Change Request No, 2 (copy attached) providing for removal of fire alarm station in detention elevator lobbies and at other locations as noted, is within the Guaranteed Maximum Agreement (G.M.A.) for County related costs.

The funding should be indicated as Federal Highway Administration (FHWA) and County. We agree that any County share would be within the G.M.A., however, since the cost was originally applied to the FHWA, the credit should be also.

Very truly yours,

J. B. Boyd
Right of Way Manager

RK:jr
Attach.

cc: E. S. Hunter
Jack Sollis
R. W. Ellison
John McCarthy
Jack Cornwall
Bob Pillsburry

RECEIVED
TECHNICAL SERVICES
OCT 15 '81
REFER TO
FOR

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Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1981

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, OR 97204

RE: Justice Center
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)
C3-22/Sign revision

Dear Earl:

This letter is written in regards to your request for a change in graphics, related to Turner change No. C3-22 i.e., substitute permanent 6" x 6" acrylic message units (6) for 6" x 6" acrylic changeable message units. Rooms involved are 11th floor: men's locker rooms, women's locker rooms, direction sign to locker rooms, men's rest room, women's rest room; and, 13th floor: Interview room.

This change is within the Guaranteed Maximum Agreement as a substitution for less costly item. If the City wishes to make the substitution, please initiate an owner change request.

Very truly yours,

J. B. Boyd
Right of Way Manager

RK:jr

cc: E. S. Hunter
Jack Sollis
R. W. Ellison
John McCarthy
Jack Cornwall

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TECHNICAL SERVICES
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REFER TO
FOR
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Form 734-3122

921

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

October 12, 1981

In Reply Refer to
File No.:

Tuck Wilson
1600 Benjamin Franklin Plaza
One SW Columbia
Portland, OR 97258

RE: Justice Center
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)
C3-22/Change Graphics

Dear Tuck:

This letter is written in regards to your request for a change in graphics, via Architect's letter of August 4, 1981, related to Turner change No. C3-22 i.e., graphics change. The proposal is to change wall mounted courtroom (4 rooms) names in corridor from a 9" x 9" acrylic sign to 6" high individual letters made of polished stainless steel (18 gauge).

Although the Architect has noted that this change is necessary to correspond with design intent, it is in addition to your approved functional, as specified signs. Therefore, the change is not included in the Guaranteed Maximum Agreement.

If the County wishes to substitute the signs by revision to enlarged letters, please initiate an owner change request so that a price agreement can be written. The funding would be County, outside Guaranteed Maximum Agreement, estimated at $7,807.20.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jr

cc: E. S. Hunter
Jack Sollis
R. W. Ellison
John McCarthy
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
OCT 13 '81
REFER TO
FOR
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Form 734-3122

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
320 S.W. Oak Street
5th Floor
Portland, Oregon 97204

RE: Justice Center
Delay & Delay Override
LL1
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a half-slip approval per your telephone conversation with Ron Kleinschmit, for work required to revise the sprinkler system at cells on LL1.

As noted by the Construction Manager on the Owner Change Request, this is a priority item in that delays would appreciably affect the final cost of the revised system and possibly delay the contractor.

A supplemental agreement is forthcoming, please expedite the necessary drawings and estimates so that a price agreement may be issued. At this time it appears the cost will be 100% DDC, however, your final product may revise this logic.

Very truly yours,

J. B. Boyd
Right of Way Manager

RK:jh
attach.

cc: E. S. Hunter
J. L. Sollis
D. E. Swan
R. W. Ellison
Bob Pillsbury
Tuck Wilson
Earl Bradfish
John McCarthy

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OCT 13 '81
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FOR
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9242

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1981

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, OR 97204

RE: Justice Center
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)
Change No. C3-43/Photo
Sinks

Dear Earl:

Attached is a half slip approval for revision of photo development sinks in the photo lab on the 12th floor. The Architect specified sinks are type 304 stainless steel, type 316 stainless steel are required to provide sufficient corrosion resistance to photographic chemicals. The change to type 316 stainless steel sinks is required to provide a functional system. Funding is 100% City within the Guaranteed Maximum Agreement.

Very truly yours,

J. B. Boyd
Right of Way Manager

RK:jr
Attach.

cc: E. S. Hunter
Jack Sollis
R. W. Ellison
John McCarthy
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
OCT 13 '81
REFER TO
FOR
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Form 734-3122

9204

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1981

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Phase III Construction
File 46993
FAP No. I-205-7(76)312
(JAIL)
C3-22/Change Graphics

Dear Earl:

This letter is written in responce to your request for a change in graphics, via Architects letter of August 4, 1981, related to Turner change No. C3-22 i.e., from surface mounted letters to recessed back lighted letters. Although the Architect has noted that this change is necessary to correspond with design intent, it is in addition to your approved functional, as specified, surface mounted letters. Therefore, it is not included in the Guaranteed Maximum Agreement.

If the City wishes to substitute the graphics by revision, please initiate an owner change request so that a price agreement can be written. The funding would be City, outside Guaranteed Maximum Agreement, estimated at $9,025.20.

Very truly yours,

J. B. Boyd
Right of Way Manager

RK:jr

cc: E. S. Hunter
Jack Sollis
John McCarthy
Jack Cornwall
R. W. Ellison

RECEIVED
TECHNICAL SERVICES
OCT 13 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1981

Tuck Wilson
1600 Benjamin
Franklin Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Phase III
Owner Request
3M/C3-61
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Your Owner Change Request No. 3 (copy attached) providing for delay and delay override controls for sprinklers in cells at intake, and signal lights above doors, similar to those in general housing, is listed as within the Guaranteed Maximum Agreement.

The funding should be indicated as Federal Highway Administration and County, County being within the Guaranteed Maximum Agreement (GMA). We agree that the County share is within the GMA, because the delay, etc., were intended as part of the original plans, as evidenced by their inclusion in the typical housing floor plans, although inadvertently omitted because of an oversight by the Architect.

Very truly yours,

J. B. Boyd
Right of Way Manager

RK:jh
attach.

cc: E. S. Hunter
J. L. Sollis
R. W. Ellison
John McCarthy
Jack Cornwall

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vm 81-731-0027 (9-77)

1.2.41

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1981

In Reply Refer to
File No.:

Tuck Wilson
1600 Benjamin
Franklin Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Contract 9294
Phase III Construction
County Owner Change
Request No. 4
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Tuck:

Your Owner Change Request No. 4 (copy attached) providing for a means of turning on and off night lights in cells indicates that funding is to be within the Guaranteed Maximum Price Agreement.

The funding should be indicated as FEWA and County with a note to the effect that the County portion is outside the Guaranteed Maximum Agreement. This on-off feature was not originally anticipated and is an additional refinement now requested by the County. Since it is not required in order for the building to function as originally planned, the County portion must be financed with County funds outside the Guaranteed Maximum Price Agreement.

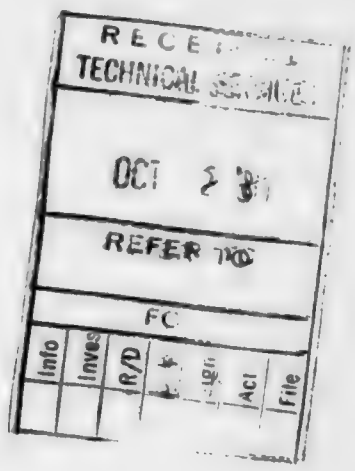
Your assurance that the County has the necessary additional funds available to finance this work will allow me to indicate the necessary concurrence by the Oregon Department of Transportation on the Owner Change Request form.

Very truly yours,

J. B. Boyd
Right of Way Manager

RWE:jh

cc: E. S. Hunter
J. L. Sollis
John McCarthy
Jack Cornwall
R. W. Ellison



Form 734-3122

1314

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 1, 1981

Earl Bradfish, Director
Office of General
Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
City Change Request
No. 1
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

Your Owner Change Request No. 1 (copy attached) requests furnishings and equipment necessary for an emergency command center in the Justice Center.

You have indicated the funding of this additional work to be from the City Contingency Account. This additional work is a change from the original plans requested by the City for its convenience. It is not required because of an Architect error or omission and it is not required to make the building function as planned.

Since the work is strictly for City convenience it must be funded by the City with monies outside the Guaranteed Maximum Price Agreement. Unless the City has the additional funds available to pay for this work, I cannot concur with the performance of the work as a part of the Justice Center project.

The words "outside the Guaranteed Maximum Price Agreement" must be added after the words "City Contingency Account" on the "Finding" line of this Owner Change Request.

RECEIVED
TECHNICAL SERVICES
OCT 2 '81
REFER TO
FOR
Info | Invest | R/D | D/R | [illegible] | Act | File

Form 734-3122

Your assurance that the City has the necessary additional funds available to finance this work will allow me to indicate the necessary concurrence by the Oregon Department of Transportation in the Owner Change Request form.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh
attach.
cc: E. S. Hunter
J. L. Sollis
R. W. Ellison
Tuck Wilson
John McCarthy
Jack Cornwall

#7294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
SEP 29 '81
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FOR
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September 28, 1981

Earl Bradfish
Director
Office of General
Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Architect/State Agreement
Supplement No. 16
Crime Lab Design
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Earl:

Attached for your file is a completed copy of Supplement No. 16 to the Architectural Design Agreement. This Supplement covers design of the Crime Lab.

The Crime Lab design was not included in the Phase III construction documents because decisions required to allow timely completion of the design were not provided by the City. The original concept was for you to negotiate with the State Police and obtain the information required by the Architect. As noted in my memo of December 31, 1980, this was apparently not happening. The State then stepped in to coordinate activities between Architect and State Police and the basic information was provided to the Architect on January 21, 1981. It soon became evident that the information came at an inopportune time when the Architect was concentrating all his manpower on producing contract documents for Phase III. He had insufficient manpower to complete the design in time to incorporate it into the Phase III documents without delaying Phase III. The Architect's forces were prepared to act on the information had it been presented at the proper stage of the Design Phase. It could have then been completed with the design in a timely manner for incorporation into the documents.

During the course of activities early in December it became evident that $109,000 had to be removed from the Police budget. This was to allow for normal office amenities for the Crime Lab space. Extra effort was required of the Architect and justifies this additional Supplement.

The Architect's contract indicates that services will be completed by phases. As indicated in the attached letter from the Architect

(June 11, 1981), delaying schematic design of the Crime Lab until November 1980, when the construction documents phase was nearly complete is an inefficient use of manpower and requires additional compensation.

The attached Supplement represents that additional compensation. Payment is cost plus a fixed fee not to exceed $21,000.

I believe this is rightfully a City cost. It will be charged against the City's account under the Guaranteed Maximum Cost Agreement.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh
attach.

cc: H. S. Coulter
E. S. Hunter
V. E. Skoog
J. L. Sollis
Dale Wilken
Tuck Wilson w/att.

#7294

R[illegible] 12

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

MISC. CONTRACTS and
AGREEMENTS No. 5437

September 24, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Architect/State Agreement
Supplement No. 16
Crime Lab Design
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Attached for your file is a fully executed copy of Supplement No. 16 to our Architectural Design Agreement.

Very truly yours,

RWE

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: Bob Gormsen w/att.

10/2/81
Noted in agree. book -
not nec. for
reporting to OTC
by Boyd per Sollis

JH

Form 81-731-0027 (9-77)

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1981

Earl Bradfish
Director
Office of General
Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Revise Tape Storage Room
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Earl:

The attached letter from our Construction Manager to the Architect dated September 21, 1981 indicates the need for your approval prior to beginning work on revising the tape storage room layout. This room is part of the City Police facility and all costs incurred by the revision will be the City's responsibility. The Architect indicates a ball park estimate of approximately $3,000 for the revised construction work. A quote from the Contractor may differ from this amount. It is the State's position that any such costs are outside the guaranteed maximum amount agreement. The original layout, shown in the Construction Plans, was made in accord with City Police desires. The change currently requested is in accord with revised City Police desires. The change is not required to prevent delay to the project or for the safety of the project. The room can be built as planned. This change is thus considered to be owner initiated and outside the requirements of the guaranteed maximum agreement.

In order to proceed with the change you should initiate an "Owner Change Request". You were previously sent a supply of these forms, however, for your convenience I am enclosing a copy.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
enc.
cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
John McCarthy
Jack Cornwall

RECEIVED
TECHNICAL SERVICES
SEP 28 '81
REFER TO
FOR
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Form 81-731-0027 (9-77)

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

September 23, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Extra Work
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
H.S. COULTER

Dear Jack:

Attached is a contract revision authorization (C3-57) which I have issued for the Phase III Construction Contract (Hoffman Contract). It covers corrective work required because the plans did not provide door closure blackouts in slabs at locations over floor joists.

I presume in accordance with our agreement, the corrective drawings, etc., necessary to construct the revisions are to be produced by the Architect at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish
John McCarthy w/att.

RECEIVED
STATE HWY ENGR
SEP 24 '81
REFER TO
FOR
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Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 23, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

NOTED
H.S.COULTER

RE: Justice Center
Contract 9294
Phase III Construction
Extra Work
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached is a copy of a Construction Manager letter dated September 21, 1981, describing a change (C3-14) for the Phase III Construction Contract (Hoffman Contract). It covers corrective work required because a re-analysis of four beams by the Structural Engineer showed them to be insufficiently designed.

I presume in accordance with our agreement, the corrective drawings, etc., necessary to construct the revisions are to be produced by the Architect at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
STATE HWY ENGR
SEP 24 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy

Form 81-731-0027 (9-77)

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 18, 1981

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
A'Line Column Claim
File 46993
FAP No. I-205-7(76)312
(JAIL)

Gentlemen:

Attached for your information are copies of letters from the Contractor and Construction Manager concerning disposition of the A'line column claim.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
enc.

cc: E. S. Hunter w/att.
C. T. Keasey w/att.
J. L. Sollis w/att.
J. B. Boyd w/att.
Dale Wilken w/att.
Jack Cornwall w/att.

RECEIVED
TECHNICAL SERVICES
SEP 21 '81
REFER TO
FOR
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Form 734-3122

Turner Construction Company
1221 S.W. First Avenue, P[illegible]nd, Oregon 97204
Telephone (503) 224-3057

Turner

September 15, 1981

Mr. E. N. Newman
Vice President
Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97205

Re: Justice Center - Portland
A-Line Column Claim
Your Letter dated 8-14-81

Dear Mr. Newman:

We received the above referenced letter and consider the matter closed.

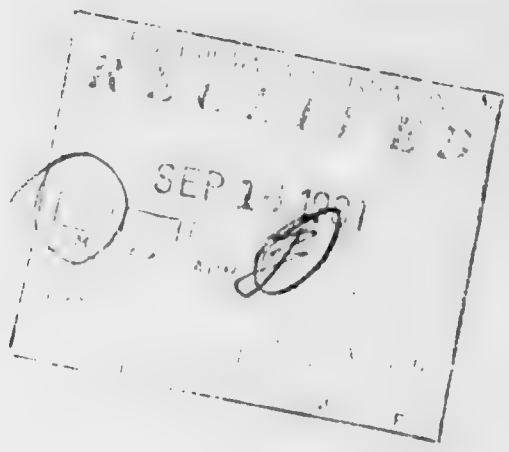
Very truly yours,

J. P. McCarthy
Project Manager

cc: R. Ellison - ODOT

File: C3-17

JPM:cs



HOFFMAN CONSTRUCTION COMPANY

September 14, 1981
HCC-T-57

RIGHT OF ... RECEIVED
SEP 18 1981
M AM ADM ... IMS AS CE CS

RECEIVED
SEP 15 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S. W. First Avenue
Portland, Oregon 97204

Attention: Mr. John McCarthy

Re: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
File → A-Line Column Claim

Gentlemen:

We have received a copy of the State's letter dated September 1, 1981 confirming their concurrence with Turner's rejection of our claim to recover additional costs to perform certain column work which is indicated on the contract documents to be part of the Phase 2 work. We are disappointed that the State did not give this matter a more careful appraisal.

Itemized below is each basis for the State's denial of our claim followed by our comments which refute the validity of the State's position.

State Position 1: "The specifications clearly state that the Phase II Contract ceases at the second floor slab level."

As we explained in our letter dated August 13, 1981, the drawings do not conform to this statement in the specifications and, in fact, the Phase 2 contractor formed and placed certain concrete above the second floor level as shown on Drawing S6A.

State Position 2: "The contractor viewed the project prior to bidding and was certainly aware of the second floor changes in elevation. This status was also discussed in the pre-bid meeting."

When we viewed the project prior to bidding and attended the pre-bid meeting, the Phase 2 contractor was still working on the project so there was no way for us to know whether or not he was going to construct the A-Line columns up to elevation 62'-4" as shown on Drawing S19. The status of the A-Line columns was not mentioned in the pre-bid meeting.

900 S.W. FIFTH AVENUE PORTLAND, OREGON 97204 503-221-8811

State Position 3: "Drawing S-19 upon which the contractor bases his claim is a re-bar detail cut sheet showing elevation of re-bar splices. The elevation of re-bar on the site does match the plans."

Drawing S19 "Column Schedule & Details" is not limited to providing rebar details and rebar splice information. This drawing is the only place all the columns are dimensioned and consequently must be used to calculate the quantity of concrete and forms in our estimate. When an estimator looks at the column schedule and he sees a darkened line through elevation 62'-4" defining the split in work between Phase 2 and Phase 3, he has a right to expect that is the way in which the columns will be constructed.

We believe that a reasonable assessment of the facts in this matter strongly favors our position so we are alarmed at the manner in which it is being handled. It appears Turner and the State are trying to shift their responsibility for providing a coordinated set of construction documents to us. This is a responsibility we do not and will not accept.

Since litigation is the only avenue available to us in the contract for resolution of disputes, and since we consider litigation to be a last resort, we will want to pursue any and all avenues open to us with the State to get a fair hearing prior to filing any suits.

Due to the small size of this claim, we will not take further action until we see if more of our requests for additional compensation are going to be dismissed in a similar manner.

Very truly yours,

Ed Newman

E. N. Newman
Vice President

ENN:mvh
cc: Mr. R. W. Ellison
Department of Transportation

Jobsite - 8116

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1981

In Reply Refer to File No.:

John McCarthy, Project Manager
Turner Construction Co.
1221 SW First
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(76)312
Contract 9294
Phase III Construction
Beneficial Occupancy

NOTED
E. S. HUNTER

Dear John:

Your letter of September 2, 1981, states that effective September 1, 1983, the Justice Center will be in a state of beneficial occupancy because the County will have possession of the detention levels for familiarization, shakedown, etc. You further state that effective that date the City/County should be prepared to pay all utility bills, elevator maintenance (detention) and the beginning of the warranty period of all affected equipment.

It would appear that a more equitable arrangement would be for City/County to pay the utilities, etc., for the floors they occupy and for the Contractor to pay similar costs for the floors remaining in his possession. Perhaps the Contractor could pay City/County an agreed amount per month for the services he receives on the floors by his occupancy.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: Tuck Wilson w/att.
E. S. Hunter w/att.
J. B. Boyd w/att.
Earl Bradfish w/att.

RECEIVED
TECHNICAL SERVICES
SEP 18 '81
REFER TO
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Form 734-3122

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

September 2, 1981

Mr. Robert Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Re: Justice Center - Portland
Beneficial Occupancy

Dear Mr. Ellison:

We think it is appropriate that you remind the City and County that effective September 1, 1983 the building will be in a state of beneficial occupancy. That is, contracturally, the County will take possession of the detention levels for familiarization, shakedown, etc. until November 1, 1983 when move-in of inmates is contemplated.

Presuming there is no contractor related problems from preventing this occurrance the City/County should be prepared to pay for utility bills (effective that date) including water, heating, cooling, gas, sewer, electrical, elevator maintenance (detention) and, in general, the beginning of the warranty period of all affected equipment.

We wish to stress that it is not December 31, 1983 where City/County joint operation will begin, but September 1, 1983.

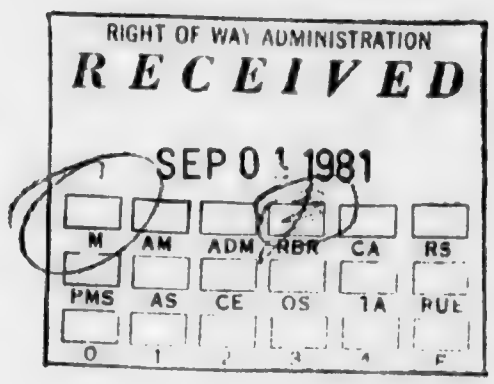
Please advise the owner groups accordingly.

Very truly yours,

J. P. McCarthy
Project Manager

cc: Jack Cornwall - ZGF

JPM:cs



9294

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

September 17, 1981

In Reply Refer to
File No.:

John McCarthy, Project
Manager
Turner Construction Co.
1221 SW First
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
PL & PD Insurance Cost
File 46993
FAP No. I-205-7(76)312

Attention: M. W. Bloomfield

Dear John:

Your letter of September 15, 1981, documents your advising the Constractor that public liability and property damage insurance cost is not acceptable as a labor cost on price agreements or extra work orders. This is the correct determination. The specifications do not list insurance as an applicable labor cost on this project. It is State policy not to allow this on any State contracts. If insurance is shown as a labor cost on the backup documents for the Contractor's monthly payment estimate, it will be deducted from the estimate by our Accounting Section prior to making payment to the Contractor.

This is the same policy applied to the Phase I and Phase II contracts.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: E. S. Hunter
C. T. Keasey
V. E. Skoog

RECEIVED
TECHNICAL SERVICES
SEP 18 '8
REFER TO
FOr
Info | Invest | R/D | D/R | Ref | File

Form 734-3122

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.:

Tuck Wilson
1600 Benjamin Franklin Plaza
One SW Columbia
Portland, OR 97258

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400-1220 SW Fifth Ave.
Portland, OR 97204

RE: Justice Center
Contract 9294
Phase III Construction
File 46993
FAP No. I-205-7(76)312

Gentlemen:

Attached for your use is a non-fading copy of Turner's progress schedule for the Justice Center showing projected activities, manpower and cash flow.

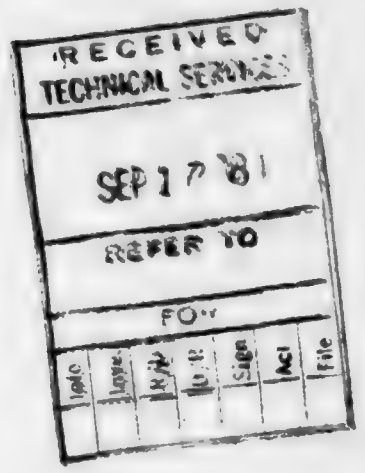
This is the same chart you received at a previous owners' meeting but printed in a manner so it will not fade. The previous chart will gradually fade when exposed to light.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: Tom Walsh w/att.
E. S. Hunter w/att.
D. H. Moehring w/att.
V. E. Skoog w/att.
C. T. Keasey w/att.
D. E. Wilken w/att.
Jack Chapman w/att.



Form 734-3122

WORK ITEM NO.	WORK ITEM DESCRIPTION	EST. VALUE (000)	I.O.R. VALUE (000)	EST. PCT. LAB.	ACT. PCT. LAB.	LABOR VALUE (000)	LABOR RATE	TOTAL MAN POWER	TOT. DUR. MOS.	REV. DUR. MOS.	MAN POWER TO DATE EST.	MAN POWER TO DATE ACT.	MAN POWER TO DATE REM.	WORK IN PLACE TO DATE EST.	WORK IN PLACE TO DATE ACT.	WORK IN PLACE TO DATE REM.	WORK ITEM NO	WORK ITEM DESCRIPTION
0025	EXCATION/SHORING	882	882	25	22	221	2199	101	7		101	87	14	882	882		0025	EXCATION/SHORING
0050	FOUNDATION/SUBSTRUCTURE	2850	2850	31	23	884	2253	392	8		392	356	36	2850	2850		0050	FOUNDATION/SUBSTRUCTUR
0100	SITEWORK----LANDSCAPE/IRR	39	39	37		14	2033	7	3	3			7			39	0100	SITEWORK----LANDSCAPE/I
0150	-SITE FURNISHINGS	6	6	10		2	2312	1	1	1			1			6	0150	-SITE FURNISHI
0200	---STREET REPAIRS	13	13	31		4	2312	2	2	2			2			13	0200	---STREET REPA
0250	---PRE-CAST CURBS	2	2	20			2033	1	1	1			1			2	0250	---PRE-CAST CU
0500	CONCRETE--CURBS/SIDEWALKS	32	32	25		8	2223	4	2	2			4			32	0500	CONCRETE--CURBS/SIDEWA
0550	----CONC FORMWORK	3664	3654	25		916	2312	396	16	16			396			3664	0550	----CONC FORMWO
0600	-------CONC REINF	1919	1919	21		403	2607	155	17	17			155			1919	0600	-------CONC RE
0650	---CONC PLACE/FIN	1813	1819	26		473	2223	213	18	19			213			1819	0650	---CONC PLACE/F
0700	-------CELL WALLS	505	505	8		40	2607	15	5	5			15			505	0700	-------CELL WA
0750	--ARCH P.C. WALLS	4528	4528	15		679	2607	260	7	7			260			4528	0750	--ARCH P.C. WA
1000	MASONRY ----------MASONRY	1632	1632	28		457	2722	168	13	13			168			1632	1000	MASONRY ----------MASO
1050	--------STONEWORK	123	123	30		37	2722	14	2	2			14			123	1050	--------STONEW
1500	STL/IRON-STR STEEL/MTL DK	184	184	9		17	2607	7	3	3			7			184	1500	STL/IRON-STR STEEL/MTL
1550	-------MISC METAL	956	956	17		163	2607	63	21	21			63			956	1550	-------MISC ME
1600	-ORNAMENTAL METAL	132	132	14		18	2607	7	5	5			7			132	1600	-ORNAMENTAL ME
1650	------SHEET METAL	58	58	28		16	2718	6	6	6			6			58	1650	------SHEET ME
2000	CARPNTRY--ROUGH CARPENTRY	42	42	48		20	2312	9	9	9			9			42	2000	CARPNTRY--ROUGH CARPEN
2050	-FINISH CARP/MILL	688	688	27		186	2312	80	13	13			80			688	2050	-FINISH CARP/M
2500	WATERPRF-WATERPRF/ROOFING	436	436	14		61	2318	26	10	10			26			436	2500	WATERPRF-WATERPRF/ROOF
2550	--SKYLIGHT SYSTEM	195	195	12		23	2253	10	3	3			10			195	2550	--SKYLIGHT SYS
2600	-SEALANTS/CALKING	46	46	33		15	2248	7	7	7			7			46	2600	-SEALANTS/CALK
2650	--BLDG INSULATION	133	133	24		32	2312	14	14	14			14			133	2650	--BLDG INSULAT
2700	-----FIREPROOFING	61	61	29		18	3080	6	1	1			6			61	2700	-----FIREPROOF
2750	-----METAL SIDING	95	95	25		24	2718	9	3	3			9			95	2750	-----METAL SID
3000	DRS/WIND--DRS/FRAMES/HDWR	553	553	23		127	2312	55	21	21			55			553	3000	DRS/WIND--DRS/FRAMES/H
3050	COILING DRS/GRILLS	78	78	30		23	2312	10	3	3			10			78	3050	COILING DRS/GR
3100	----SOUND RET DRS	75	75	36		27	2312	12	12	12			12			75	3100	----SOUND RET
3150	-AL DRS/STOREFRTS	253	253	12		30	2253	13	3	3			13			253	3150	-AL DRS/STOREF
3200	-CURTAIN WALL SYS	299	299	15		45	2312	19	4	4			19			299	3200	-CURTAIN WALL
3250	----GLASS/GLAZING	1103	1103	13		143	2253	63	11	11			63			1103	3250	----GLASS/GLAZ
3300	FINISHES-----LATH/PLASTER	120	120	35		42	2370	18	10	10			18			120	3300	FINISHES-----LATH/PLAS
3350	---GYP WALLS/CLGS	1189	1189	23		273	2312	118	15	15			118			1189	3350	---GYP WALLS/C
3600	CER TILE/TERRAZZO	347	347	18		62	2602	24	8	8			24			347	3600	CER TILE/TERRA
3650	-ACOUS CLGS/WALLS	248	248	20		50	2312	22	13	13			22			248	3650	-ACOUS CLGS/WA
3700	-------VAT/CARPET	290	290	18		52	2312	22	6	6			22			290	3700	-------VAT/CAR
3750	---------PAINTING	333	333	49		163	1782	91	14	14			91			333	3750	---------PAINT
4000	SPECLTS --TOILET PART/ACC	203	203	40		81	1847	26	10	10			26			203	4000	SPECLTS --TOILET PART/
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4200	SIGNAGE/DIRECTORS	118	118	25		30	2312	13	5	5			13			118	4200	SIGNAGE/DIREC

WORK IN PLACE TO DATE ST.	ACT.	REM.	WORK ITEM NO	WORK ITEM DESCRIPTION	BP	MAY 1 2 3 4	JUN 1 2 3 4	JUL 1 2 3 4	AUG 1 2 3 4	SEP 1 2 3 4	OCT 1 2 3 4	NOV 1 2 3 4	DEC 1 2 3 4	JAN 1 2 3 4	FEB 1 2 3 4	MAR 1 2 3 4	APR 1 2 3 4
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2850	2850		0050	FOUNDATION/SUBSTRUCTUR	TI							27/ 1781	34/ 3751	40/ 3751	69/ 4841	78/ 6201	68/ 613
		39	0100	SITEWORK----LANDSCAPE/IRR	SI												
		6	0190	-SITE FURNISHINGS	SI												
		13	0290	---STREET REPAIRS	SI												
		2	0250	---PRE-CAST CURBS	SI												
		32	0900	CONCRETE--CURBS/SIDEWALKS	SI												
		3664	0550	----CONC FORMWORK	TI												
		1919	0600	-------CONC REINF	TI												
		1819	0650	---CONC PLACE/FIN	TI												
		905	0700	-------CELL WALLS	SI												
		4520	0750	--ARCH P.C. WALLS	SI												
		1632	1000	MASONRY ----------MASONRY	TI												
		129	1050	--------STONEWORK	SI												
		184	1500	STL/IRON-STR STEEL/MTL DK	SI												
		956	1550	-------MISC METAL	SI												
		132	1600	-ORNAMENTAL METAL	SI												
		58	1650	------SHEET METAL	SI												
		62	2000	CARPNTRY--ROUGH CARPENTRY	SI												
		680	2050	-FINISH CARP/MILL	TI												
		436	2500	WATERPRF-WATERPRF/ROOFING	SI												
		195	2550	--SKYLIGHT SYSTEM	SI												
		46	2600	-SEALANTS/CALKING	SI												
		133	2650	--BLDG INSULATION	TI												
		61	2700	-----FIREPROOFING	SI												
		95	2750	-----METAL SIDING	SI												
		553	3000	DRS/WIND--DRS/FRAMES/HDWR	TI												
		70	3050	COILING DRS/GRILS	SI												
		28	3100	----SOUND RET DRS	SI												
		253	3150	-AL DRS/STOREFRTS	SI												
		290	3200	-CURTAIN WALL SYS	SI												
		1103	3250	----GLASS/GLAZING	TI												
		120	3500	FINISHES-----LATH/PLASTER	SI												
		1189	3550	---GYP WALLS/CLGS	TI												
		267	3600	CER TILE/TERRAZZO	SI												
		248	3650	-ACOUS CLGS/WALLS	SI												
		298	3700	-------VAT/CARPET	SI												
		333	3750	---------PAINTING	TI												
		209	6000	SPECLTS --TOILET PART/ACC	SI												
		79	6050	TACK/SHELV/LOCKRS	SI												
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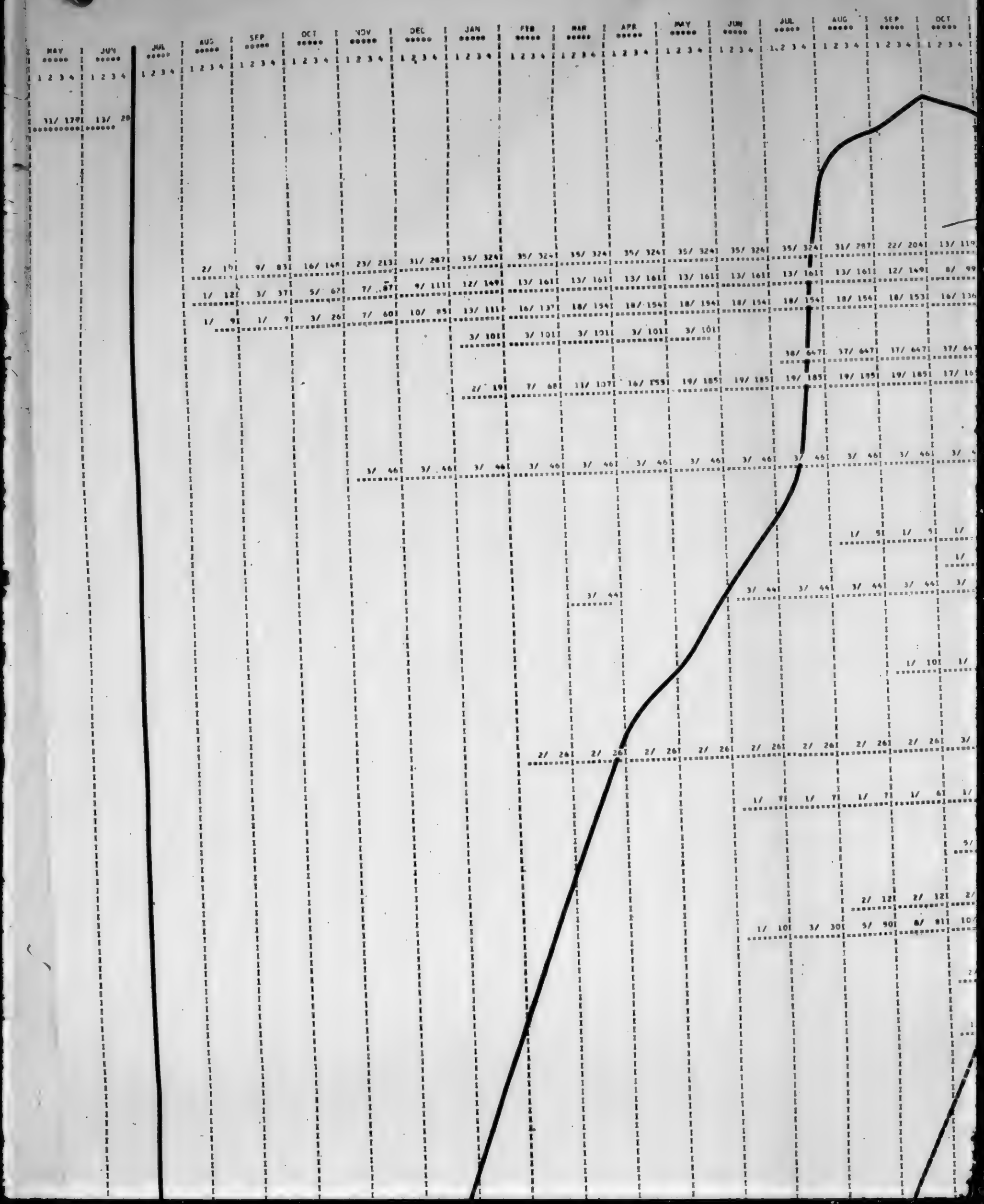
		148	6200	SIGNAGE/IDENTIFY	SI												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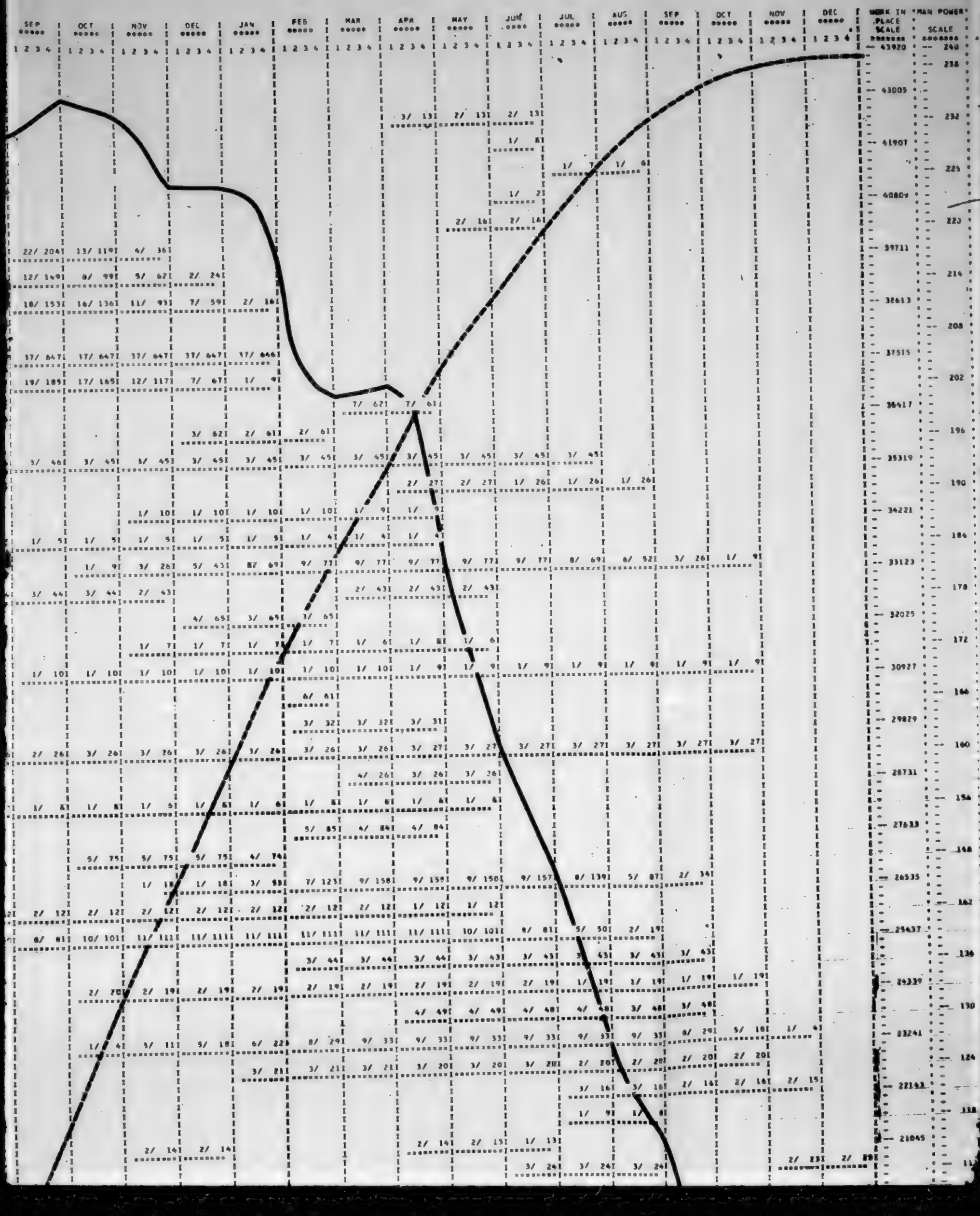
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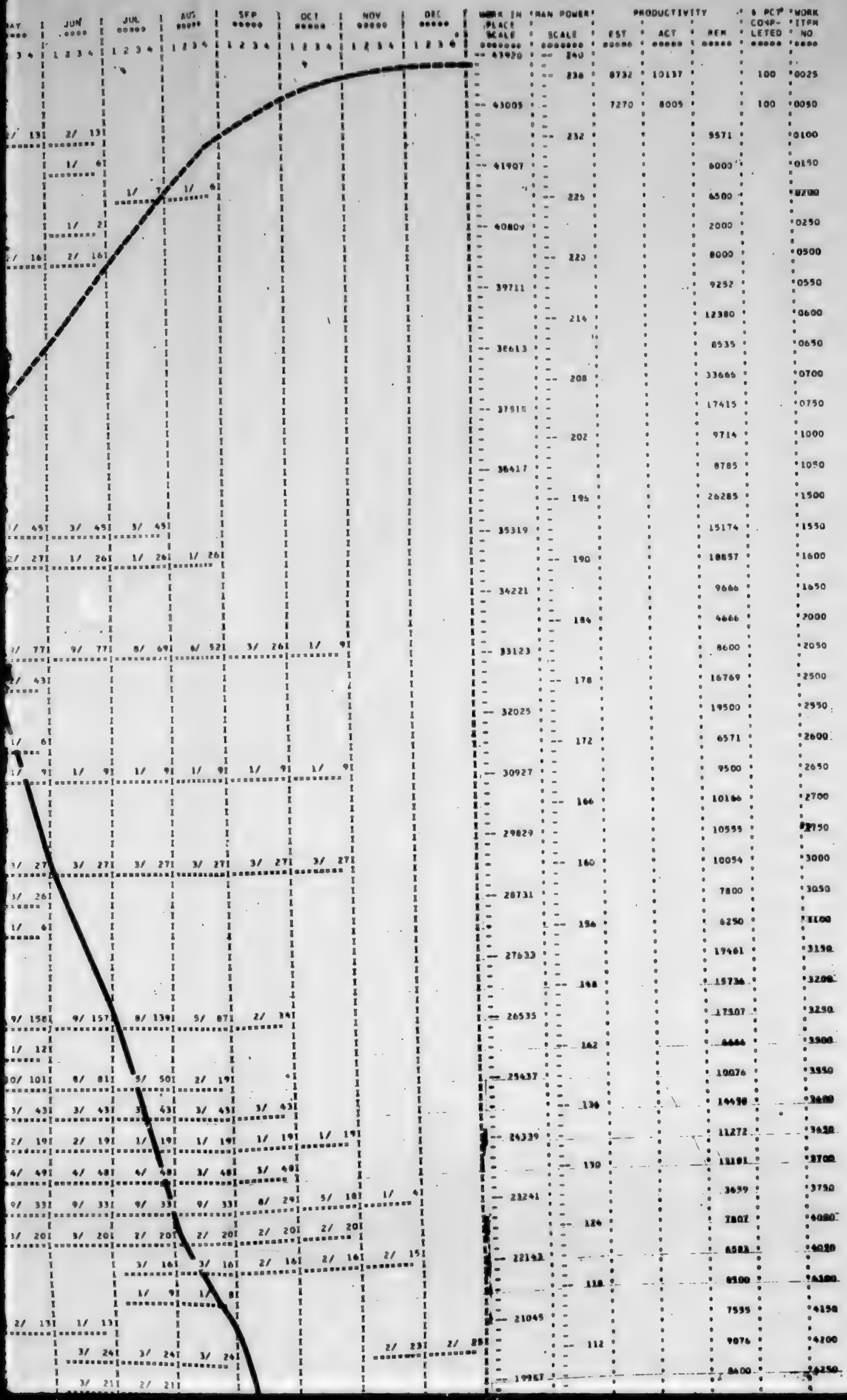
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42	4250		--ACCESS FLOORING	SI														
1748	4300	EQUIPMNT	-DET OR/FRMS/EQUP	TI														
994	4350		--DET ELECTRONICS	TI														
503	4400		FOOD SERVICE EQUP	SI														
28	4450		SHOOTG RANGE EQUP	SI														
67	4700		SCREEN/GAR C/DISP	SI														
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14	5050		--------UPHOLSTRY	SI														
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1734	6000	ELEVATRS	---ELEVATORS/LIFT	TI														
29	6050		---PNEUMATIC TUBE	SI														
94	6100		------WINDOW WASH	SI														
1090	7000	MECH	DUCTWORK/ACC/OTLT	SI														
433	7050		FANS/AHU/TERM UNT	SI														
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492	7200		--FIRE PROT/HALON	TI														
123	7250		VALVE/COCKS/PUMPS	SI														
1144	7300		--PLUMB FIXT/TRIM	TI														
1325	70		PIPE/FITTING/SUPT	TI														
289	7400		-------INSULATION	TI														
107	7450		GAGE/TANKS/VIB.IS	SI														
403	7500		-----MOBILIZATION	TI														
898	7550		CONTROLS/INSTRMTN	TI														
849	8000	ELECT	CONDUITS/FITTINGS	SI														
419	8050		CONDUCTORS/WIRING	TI														
213	8100		SEC SERV/PB/XFMRS	SI														
170	8150		STANDBY POWER SYS	SI														
873	8200		LIGHT FIXTS/LAMPS	TI														
165	8250		----------UPS	SI														
343	8300		FIRE ALARM/CO SYS	TI														
139	8350		----------MCC/ATS	SI														
42	8400		LOW VOLTAGE CONTL	SI														
429	9000	GEN COND	-----FIELD ENG/QC	SI														
473	9050		--TEMP FACILITIES	SI														
185	9100		---------CLEANING	SI														
539	9150		--BONDS/INSURANCE	SI														
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			MONTHLY ACTUAL MAN-POWER		5	10	13	22	17	12	35	34	48	65	78	68		
			CUMULATIVE ACTUAL MAN-POWER		5	15	28	50	67	79	114	148	196	253	331	399		4
			MONTHLY ESTIMATED MAN-POWER		4	16	23	23	23	8	19	54	80	80	80	61		
			CUMULATIVE ESTIMATED MAN-POWER		4	20	43	66	89	97	116	170	250	330	410	471		4
			MONTHLY ACTUAL WORK IN PLACE		50	102	107	232	183	204	222	375	575	484	620	613		
			CUMULATIVE ACTUAL WORK IN PLACE		50	152	259	491	634	838	1060	1435	1810	2294	2914	3527		
			MONTHLY ESTIMATED WORK IN PLACE		35	140	201	201	201	70	143	393	582	582	582	443		
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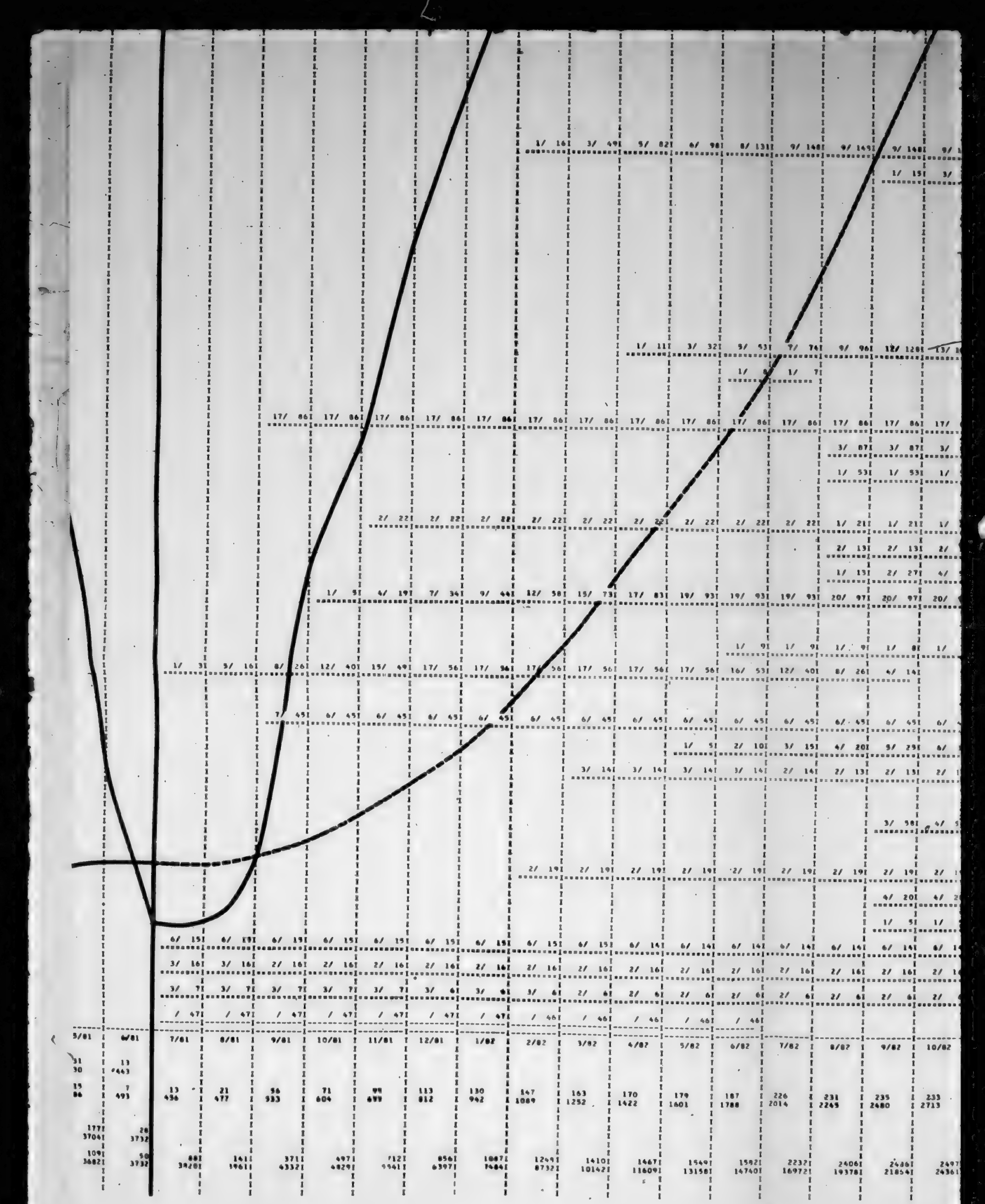
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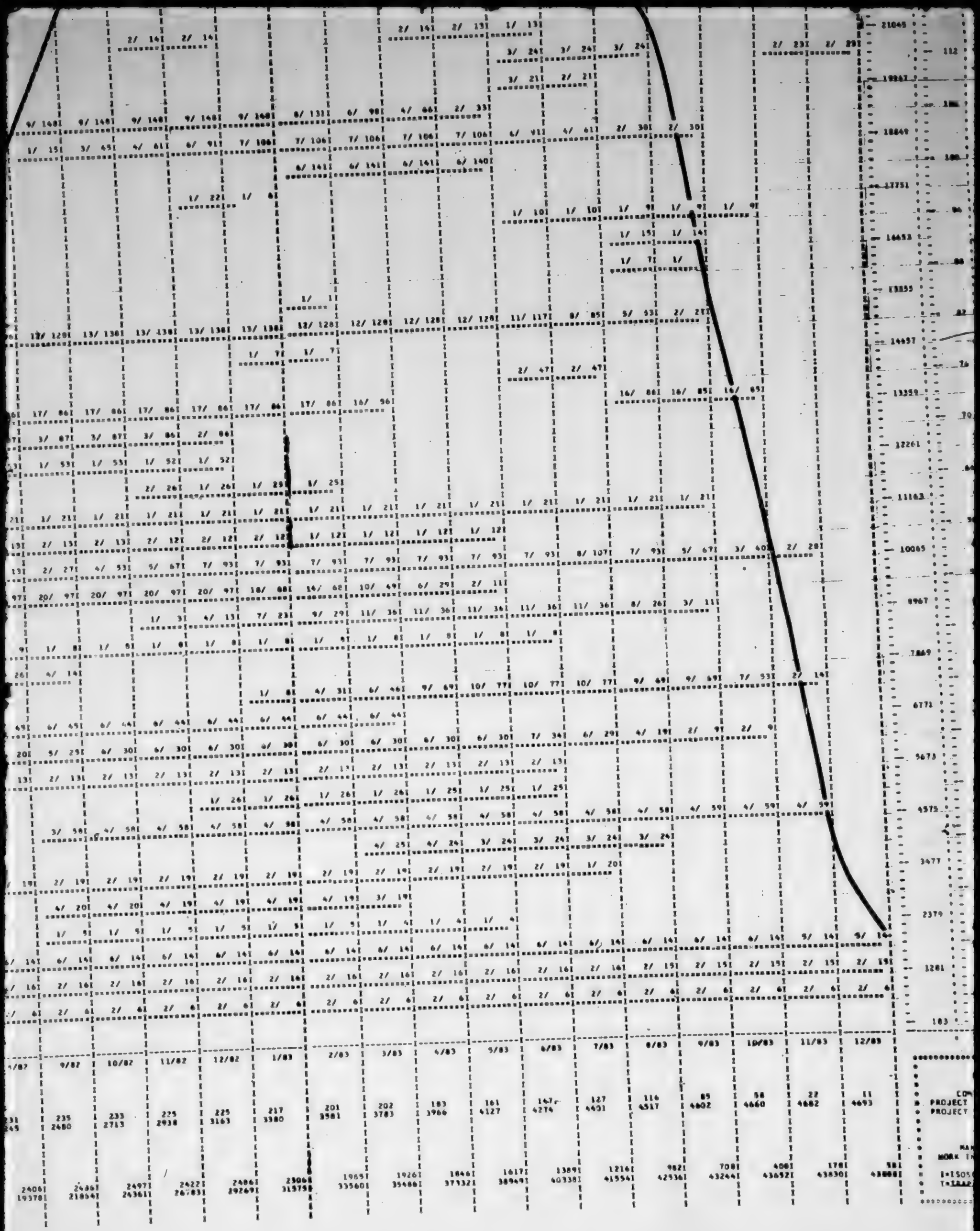
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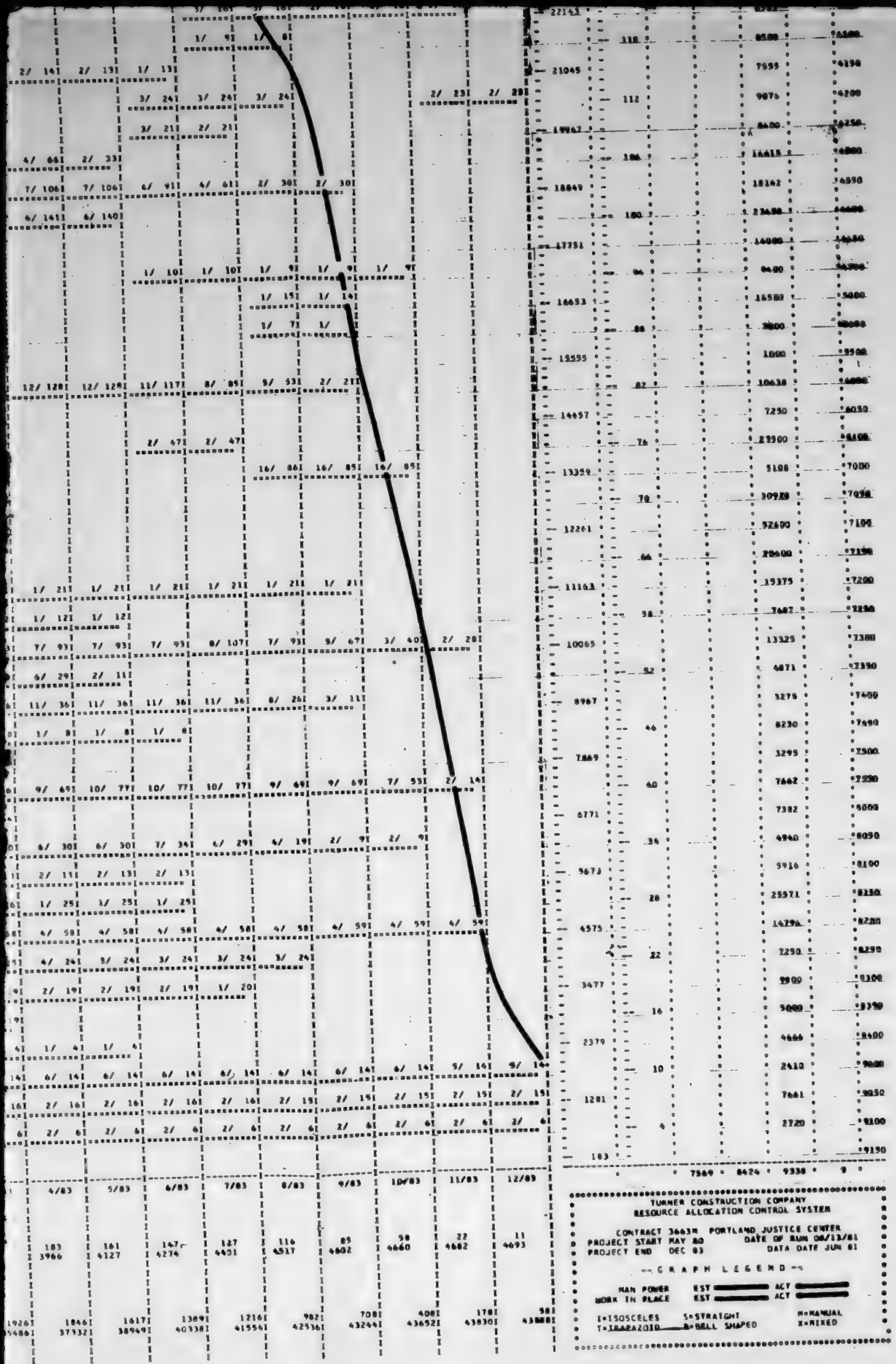
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TURNER CONSTRUCTION COMPANY
RESOURCE ALLOCATION CONTROL SYSTEM
CONTRACT 3663M PORTLAND JUSTICE CENTER
PROJECT START MAY 80
DATE OF RUN 08/13/81
PROJECT END DEC 83
DATA DATE JUN 81
-- G R A P H L E G E N D --
MAN POWER EST ACT
WORK IN PLACE EST ACT
I=ISOSCELES S=STRAIGHT M=MANUAL
T=TRAPAZOID B=BELL SHAPED X=MIXED

9294

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: September 15, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's memo of September 2, 1981, transmitted copies of an Agreement between the State and the Metropolitan Arts Commission dated August 18, 1981, which formalizes previous agreements to provide art for the Justice Center.

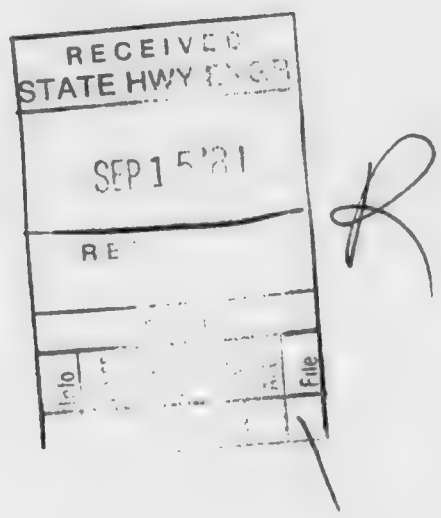
As stated in the memo, we approved the concept as early as April 17, 1980 and this Agreement documents that action. The Federal share of the 1% for art is $264,375. This is approximately 92% of 1% of the bid prices for the project.

We are returning two signed Agreements for your files.

for Dale E. Wilken

Attachment

cc:
OSHD (R W Ellison, R/W)
OSHD (J B Boyd, R/W)
OSHD (D E Swan, Proj Mgmt)



DUPLICATE

Perm

STATE/METROPOLITAN ARTS COMMISSION
AGREEMENT

This Agreement, made and entered into this 18th day of August, 1981, by and between the State of Oregon, acting by and through its Department of Transportation, Highway Division, hereinafter called "State" and the City of Portland Metropolitan Arts Commission, hereinafter called "MAC".

W I T N E S S E T H :

RECITALS

1. State, Federal Highway Administration (FHWA), City of Portland (City), and Multnomah County (County) are jointly financing the construction of a Justice Center in downtown Portland.

2. It has been agreed among FHWA, State, City and County that one agency should be responsible for construction of the Justice Center and disbursement of funds. State has been designated as the responsible agency.

3. The budget for the Justice Center includes monies known as "1% for art" funds. These funds have been provided by the County, City and FHWA to be administered by the State.

4. State does not have personnel qualified to select artists and art, or to administer contracts for purchase of same.

5. MAC has represented that it has qualified personnel and established formal procedures available for the performance of this work.

6. Whereas State has represented that sites for artwork have been included in the Justice Center design and incorporated into prime contract obligations.

7. MAC has begun the work of selecting artists for the Justice Center art under an agreement between MAC and the Justice Center Architect, Zimmer Gunsul Frasca (ZGF), dated November 13, 1980.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS and in consideration of the terms, conditions and covenants hereinbelow, the parties hereto agree as follows:

ARTICLE I

GENERAL PROVISIONS

A. The provisions of the agreement between MAC and ZGF dated November 13, 1980, shall remain in effect.

B. MAC using procedures established in the "Metropolitan Arts Commission 1% for Arts Guidelines", will complete selection of artists and contract with them to create art for the Justice Center and, as appropriate, will purchase existing art for the Justice Center within the limits of funding available and subject to the provisions of item √cs X of MAC 1% for Art Guidelines.

C. The "Metropolitan Arts Commission 1% for Arts Guidelines" is attached as Exhibit "A" hereto and by this reference made a part hereof.

D. State will provide funds to MAC in accord with the budget, Exhibit "B", which is attached hereto and by this reference made a part hereof.

E. The maximum amount available under this Agreement is $401,357 as shown in Exhibit "B".

ARTICLE II

MAC RESPONSIBILITIES

A. Except as provided in the MAC/ZGF agreement dated November 13, 1980, MAC will provide, at no cost to the Justice Center project, qualified personnel to complete selection of artists, select art, and negotiate, administer and monitor contracts between MAC and

each artist for procurement of art in place in the Justice Center. MAC will also provide said personnel for contracting and procurement of existing art as appropriate for the Justice Center.

B. Each contract for procurement of art as negotiated by MAC will be submitted to the State for approval by the State and funding agencies prior to beginning work covered by the contracts. MAC alone is responsible for the actual selection of the artists and negotiation of fees.

C. Contracts for creation of art will require that each artist shall carry as a minimum public liability and property damage insurance in the amounts of $100,000 per person personal injury, $300,000 property damage, or $500,000 per occurrence. This insurance shall be in effect while art is being installed. The artist shall include the State of Oregon by and through its Department of Transportation, its officers, the Multnomah County Board of Commissioners, the Portland City Council, the Metropolitan Arts Commission, and officers and employees of Multnomah County, the City of Portland, and the Metropolitan Arts Commission, and Northwest Turner Co., and Zimmer, Gunsul, Frasca Partnership and officers and employees of Northwest Turner Co. and Zimmer, Gunsul, Frasca Partnership as named insured on insurance policies issued for a specific project, or shall furnish an additional insured endorsement naming the same as additional insured to the artist's existing public liability and property damage insurance of equivalent amount. Said insurance shall be from one insurance company authorized to do business in the State of Oregon.

Before the contract is awarded the artist shall furnish to MAC a certificate of insurance for the limits set out above which is to be in force and applicable to the project.

D. Such contracts may contain provisions for progress payments to the artist for work actually completed. Requests for said progress payments by the artist shall be certified by MAC to the effect that the work has been performed and the amount requested is reasonable payment for the work performed.

E. Final payment to an artist for completed art work shall be processed in the same manner as a progress payment.

F. Only the items shown on Exhibit "B" shall be eligible for funding with "1% for art" funds. All other expenses shall be the responsibility of MAC.

G. Monies provided by FHWA for art work, as shown in the attached Exhibit "B" shall apply only to art which is an integral part of the building and displayed in public areas.

H. MAC costs of providing artists' fees, travel expenses, etc., shown as semi-finalist and finalist design fees and travel costs in Exhibit "B", incurred during the process of selecting finalists from the group of semi-finalist artists will be paid by State upon request by MAC. Maximum amount allowed for these costs is $30,310 as shown in Exhibit "B".

I. Records of payment by MAC included in the request for payment shall be in sufficient detail to clearly indicate the quantity and value of items for which payment is requested.

J. Beginning eligibility date for expenditures under this Agreement is May 14, 1981.

K. The cost records and accounting pertaining to this Agreement are to be kept available by MAC for inspection by authorized representatives of City, County, State and FHWA for a period of three and one-half (3 1/2) years after final payment by State to MAC.

ARTICLE III

STATE RESPONSIBILITIES

A. State will honor MAC selection of artists and art within the limits of this agreement.

B. State will seek prompt approval of MAC/Artist Agreements from funding agencies after receipt of same from MAC.

C. State will make payment to MAC within 30 days of the receipt of requests for payment accompanied by required MAC certification.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officers.

This agreement was approved by the Oregon Transportation Commission on August 18, 1981, at which time the State Highway Engineer was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 9, Page —, Minute Book of the Oregon Transportation Commission.

APPROVED AS TO FORM:

Assistant Attorney General

The State of Oregon by and through its Department of Transportation, Highway Division

State Highway Engineer

Right of Way Manager

8/10/81

APPROVED AS TO FORM:
Chief Counsel for
Metropolitan Arts Commission

APPROVED AS TO FORM

City Attorney ATTORNEY

Commissioner of Public Affairs

SEP 15 1981

ATOR

RATION

Engineer

152000

Aud. 98-175-120

OFFICE OF

AUDITOR OF THE CITY OF PORTLAND

PORTLAND, OREGON 97204

ROOM 303
CITY HALL

COPY CERTIFICATE

STATE OF OREGON,
County of Multnomah,
CITY OF PORTLAND, } ss

GEORGE YERKOVICH Auditor of the City of Portland, do hereby certify that I have compared the following copy of Ordinance No. 152000, passed by the Council July 22, 1981, being, "An Ordinance approving and authorizing an agreement between the State of Oregon through its Department of Transportation, Highway Division, and the Metropolitan Arts Commission relating to the funding for the "1% For Art" project at the Justice Center and declaring an emergency",

with the original thereof, and that the same is a full, true and correct copy of such original

Ordinance No. 152000

and of the whole thereof as the same appears on file and of record in my office, and in my care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the City of Portland affixed this 23rd day of July, 1981.

George Yerkovich

Auditor of the City of Portland

By *Edna Rivera* Deputy

ORDINANCE NO. 152000

An Ordinance approving and authorizing an agreement between the State of Oregon through its Department of Transportation, Highway Division, and the Metropolitan Arts Commission relating to the funding for the "1% For Art" project at the Justice Center and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. The State of Oregon, through its Department of Transportation, Highway Division, the Federal Highway Administration, the City of Portland and Multnomah County are jointly financing the construction of a Justice Center in downtown Portland.

2. The State of Oregon has been designated as the responsible agency for construction of the Justice Center and disbursement of funds.

3. The budget for the Justice Center includes money to be used as "1% For Art" funds.

4. The State and the Metropolitan Arts Commission propose to enter into an agreement to provide for the services of the Metropolitan Arts Commission in the selection of the artwork to be used in the "1% For Art" project at the Justice Center.

5. The agreement attached to this ordinance is an appropriate form of agreement for such purposes and should be approved on behalf of the City.

NOW, THEREFORE, the Council directs:

a. The City Council does approve the form of agreement attached to this ordinance between the State of Oregon acting through its Department of Transportation, Highway Division, and the Portland Metropolitan Arts Commission.

b. The Metropolitan Arts Commission is hereby authorized to execute such agreement as related to the City's interest in such project.

ORDINANCE No.

Section 2. The Council declares than an emergency exists because it is necessary to contract for the financing of the "1% For Art" project at the Justice Center so that selection of artwork and artists may proceed without delay, therefore, this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, JUL 22 1981

Commissioner Schwab
RLHurtig/djj
June 18, 1981

Attest: George Yeo

Auditor of the City of Portland

Exhibit 1

RECEIVED
JUL 15 1981
OFFICE OF COMMISSION OF PUBLIC ARTS

METROPOLITAN ARTS COMMISSION

1% FOR ART GUIDELINES

I In March and April, 1980, Multnomah County and the City of Portland adopted ordinances dedicating one percent of the costs of new construction or major alteration of City or County structures to the acquisition of art. These ordinances instructed the Metropolitan Arts Commission:

> To adopt guidelines to determine the cases in which it would be appropriate to display art in City and/or County structures;
>
> To identify suitable art objects for City and/or County structures;
>
> To encourage the preservation of ethnic cultural art and crafts, including Pacific Northwest Indian Art;
>
> To facilitate the preservation of art objects and artifacts that may be displaced by a construction project;
>
> To prescribe a method or methods for the selection, acquisition and display of art in City and/or County structures;
>
> And to set forth any other matter appropriate to the administration of this chapter.

THE PURPOSE of these guidelines is to provide a process for selecting, purchasing, commissioning, placing, and maintaining the % art and to expend these funds on art which is of redeeming quality, advances public understanding of art, and enhances the aesthetic quality of the public structure which will be the site of works of art funded by these % funds. The goal is to select and display art which represents the best in artistic skills.

II GUIDELINE DEFINITIONS

A. "Project": The construction or alteration of public structures by a governmental body which is subject to the ordinances of the City and County set forth above and attached.

B. "Works of Art": All forms of original creations of visual art, including but not limited to:

> Painting of all media, including both portable and permanently affixed works, such as murals;
>
> Sculpture which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, etc., in any material or combination of materials;
>
> Other visual media including, but not limited to, prints, drawings, stained glass, calligraphy, mosaics, photography, clay, fiber and textiles, wood, metals, plastics, or other materials or combination of materials, or crafts or artifacts.

II GUIDELINE DEFINITIONS (cont'd)

C. "Artist": A practitioner in the visual arts, generally recognized by critics and peers as a professional of serious intent and recognized ability who produces Works of Art and is not a member of the Project architectural firm.

D. "Architect": The person or firm designing the Project to which the 1% funding applies. Where the architect is a firm, the term Architect shall mean the principal of that firm in charge of designing the Project to which the 1% funding applies.

E. "Contracting Agency": That governmental body, or that division or agency of a governmental body, which has the responsibility for coordinating and administering the completion of the Project to which the 1% funding applies.

F. "Resident Agency": That governmental body, or that division or agency of a governmental body, which will occupy or otherwise administer the use of the Project. Where more than one resident agency will occupy or otherwise administer the use of the Project, the resident agencies shall decide who shall represent them, except in the case of multiple governmental jurisdiction where each jurisdiction may choose a representative

G. "Selection Committee": The Selection Committee appointed by the Metropolitan Arts Commission shall be responsible for determining the cases in which it is appropriate to purchase or commission art and recommend to the Metropolitan Arts Commission specific expenditures of 1% for Arts funds for each Project.

H. "Coordinator": The staff person hired by the Metropolitan Arts Commission to coordinate and facilitate the implementation of the 1% for art ordinances adopted by the City of Portland and Multnomah County.

III SELECTION COMMITTEE MEMBERSHIP

A. The Metropolitan Arts Commission (MAC) shall appoint members to serve on the Selection Committee. Selection Committee members shall serve at the discretion of MAC and may be removed by MAC.

B. The Coordinator shall facilitate MAC's determination of the Selection Committee.

C. Individuals who serve on each Selection Committee shall be appointed by MAC and comprised of individuals from the following categories:

1. The Project's Architect.

2. An employee of the City of Portland, if the City is either a Contracting Agency or Resident Agency in the Project, and an employee of Multnomah County, if the County is either a Contracting Agency or a Resident Agency in the Project.

III SELECTION COMMITTEE MEMBERSHIP (cont'd)

(C) 3. Three persons whose occupation is primarily in the field of the visual arts, and of these three, at least two who are Artists. The remaining art professional may be chosen from other visual arts fields.

4. A citizen with a demonstrated interest in art. In the case of neighborhood % for Art Projects, the citizen would be selected where possible from the neighborhood.

5. A member of MAC.

6. The Coordinator who shall serve as a non-voting chairperson of each Selection Committee.

D. Advisors or consultants may be chosen by each Selection Committee to provide advice. Such advisors can be representatives of those City or County employees who will be in contact with the Art, community representatives, or special national or international experts.

E. With complex Projects, a Selection Committee can appoint a subcommittee to make recommendations to the Selection Committee. Two of the subcommittee members must be Artists.

IV SELECTION COMMITTEE RESPONSIBILITY, PROCEDURE, AND COMPENSATION

A. The Selection Committee shall analyze and discuss appropriate locations, amount to be spent for purchased or commissioned Work, suitable art forms, Artists' prerequisites, specifics of Artist/Art Work selection through open competition, and specific Works of Art to be selected. A prospectus will be prepared and advertised by the Coordinator at the direction of the Selection Committee. The open competition may be in two stages with a limited number of finalists, selected from competition, who are then invited and may be paid to submit proposals.

B. In making the decisions regarding the expenditure of the 1% for Art Project funds, the Selection Committee shall be guided by the goals and purposes of these Guidelines and the criteria set forth below. In addition, the Selection Committee shall select Works of Art which will be technically feasible to produce and display. The Committee will first prepare a budget for its administrative operations and the selection process and submit this budget to MAC for its approval. Thereafter, funds may not be expended unless in conformance with the budget. Next the Committee shall prepare a statement of the procedures to be followed in the selection process, which will be subject to MAC approval, and these procedures shall cover at least the method of advising prospective competitors of the selection process, a time schedule of the Committee's work, the nature of the proposals sought, the process by which the Works of Art will be chosen, and the means of accomplishing the purposes of these guidelines set forth above.

C. If a Project warrants the expense, then the Selection Committee may advertise nationally or internationally for proposals.

D. Selection Committees have the option of making no selection. If no proposal is accepted, then the Selection Committee has the right to reopen the competition.

IV SELECTION COMMITTEE RESPONSIBILITY, PROCEDURE, AND COMPENSATION (cont'd)

E. Robert's Rules of Order shall prevail at Selection Committee meetings. Members of the Selection Committee will each have a vote with the exception of the Coordinator Chairperson. All selections must be approved by a majority of the Selection Committee.

F. All Selection Committee meetings shall be conducted in accordance with the Oregon Open Meetings Law.

V CRITERIA FOR SELECTION OF EACH PROJECT'S ART BY SELECTION COMMITTEE

A. Artists will be selected on the basis of their qualifications as demonstrated by past work, appropriateness of the proposal to the particular project, and its probability of successful completion as determined by the Selection Committee.

B. In selecting Artists and Works of Art, the Selection Committee shall select those Artists and Works of Art of the highest aesthetic quality, and those which fulfill the purposes of the 1% for Art Program set forth above.

C. In all cases, consideration will be given to materials, construction, durability, maintenance, public access and safety.

D. Specifically excluded from selection are members of the Project Architect's firm and the staff of MAC.

VI MAC DECISION MAKING

A. The selection of an Artist or a Work of Art or the expenditure of the 1% for Art funds for a Project shall be promptly submitted in writing and/or visually presented to MAC for its review.

B. MAC shall review the recommendation of the Selection Committee as promptly as is feasible and shall have full authority to accept, reject, or modify any recommendation.

VII PROJECT IMPLEMENTATION

A. Upon the designation of an Artist or a Work of Art by MAC, MAC, the City and/or the County, and the Artist shall enter into a contract for the Artist's services or for the purchase and installation of a Work of Art. This contract shall require the Artist to produce or deliver a work of Art for a guaranteed maximum cost.

B. The Architect shall work closely with the Selection Committee on the designation of appropriate sites and shall incorporate the Artist's or Art Work's special requirements within the construction documents, including the time of delivery and installation of the Work.

VII PROJECT IMPLEMENTATION (cont'd)

C. Where the Selection Committee determines that an expenditure from a specific Project is inappropriate, funds from that Project may be transferred to other % Projects, with the approval of the Contracting Agency.

VIII MANAGEMENT, MAINTENANCE

A. MAC may remove and/or relocate Works of Art except those commissioned for a particular site or those structurally integrated with the Project, with the consent of the Contracting Agency.

B. MAC will be responsible for the ongoing care and maintenance of all Works of Art purchased or commissioned for the Project in accordance with the Guidelines established for the MAC collection of art, unless the Contracting or Resident Agency agrees to take this responsibility.

C. When authorized by City and County ordinances, a Project Reserve Fund established by MAC out of 1% Project money can be used for the insurance, repair, restoration, or maintenance of the Project's Works of Art. Both the principal and interest of this account will be available for these purposes. When authorized by City and County ordinances, Project Reserve Funds from all Projects may be merged into a General Project Reserve Fund to be available for all Works of Art in all Projects.

D. Recipients of Works of Art must notify MAC immediately if a Work of Art is either damaged or stolen.

IX APPLICATION OF % FUNDS: INCLUSIONS

Appropriations for Project 1% for Art funds may be spent for:

A. The Work of Art itself, including but not limited to:

1. Artist's design fee.
2. Additional labor and materials required for production of Work.
3. Artist's operating costs.
4. Travel related to the Project.
5. Transportation of the Work to the site and installation.

B. Identification plaques and labels.

C. Frames, mats, mountings, anchorages, containments, pedestals, or materials necessary for the installation, location, or security of the Work of Art.

D. Photographs of completed Works.

E. Direct expenses of the Selection Committee.

F. Maintenance.

G. Insurance.

H. Expenses for special advisors or consultants.

X APPLICATION OF % FUNDS: EXCLUSIONS

Appropriations for Project % funds may not be spent for:

A. Reproductions, by mechanical or other means, of original Works of Art.

B. Decorative, ornamental, or functional elements which are designed by the Architect or consultants engaged by the Architect, as opposed to an Artist commissioned for this purpose.

C. Those elements generally considered to be components of a landscape architectural design.

D. "Art objects" which are mass-produced of standard design, such as playground sculpture or fountains.

E. Directional or other functional elements, such as supergraphics, signs, color coding, maps, etc., except where a recognized Artist is employed.

F. Those items which are required to fulfill the basic purpose of a Resident Agency. Examples would be Works of Art in the collection of a City Museum, or Works of Art fulfilling an interpretative or educational role in a City or County park, library, or college art museum or gallery.

G. Modifications in or improvements to building surfaces or structural elements of the building.

H. Electrical, water, or mechanical service for activation of the Work of Art (i.e., utility costs).

I. Art exhibitions and educational activities.

J. In connection with the Works of Art: lighting, registration, dedication, unveiling, security and publicity after selection.

K. Architect's fees.

XI These Guidelines are subject to a one year Sunset Clause and will be reevaluated after a public hearing.

XII ORDINANCES ADOPTED BY THE CITY OF PORTLAND AND MULTNOMAH COUNTY ATTACHED

5.

ORDINANCE NO. 149425

An Ordinance amending Title 5, Revenue and Finance, of the Code of the City of Portland by adding a new Chapter 5.74 to provide for the dedication of 1% of the construction cost of major city construction or alteration of certain city buildings for the acquisition and display of art, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

(1) That it is appropriate in the new construction or major alteration of certain city buildings that 1% of the construction costs of such major city construction be devoted to the acquisition and display of art to be displayed in, upon, adjacent to or in close proximity to such building;

(2) That the Code of the City of Portland, Title 5, Revenue and Finance, should be amended by adding a new Chapter 5.74, Acquisition of art;

NOW, THEREFORE, the Council directs:

(a) That the Code of the City of Portland be amended by adding thereto a new Chapter 5.74, Acquisition of art, to read as follows:

5.74.010 Purpose. It is the purpose of this section and the policy of the city that each major city construction project which involves the construction or alteration of certain city buildings shall have an appropriate display of art integrated into the project.

5.74.020 Definitions. As used in this chapter:

(1) "Construction cost" means actual construction cost, excluding engineering and administrative costs, cost for fees and permits, and indirect costs, such as interest during construction, advertising and legal fees.

(2) "Construction or alteration" means construction, rehabilitation, renovation, remodeling or improvement.

(3) "City building" means all city buildings except service facilities not normally visited by the public.

(4) "Major city construction project" means a construction project which involves the construction or alteration of a city building with an estimated construction cost of $50,000 or more.

5.74.030 Dedication. One percent of the construction cost of a major city construction project which involves the construction or alteration of a city building shall be set aside for the acquisition of art; which art shall be displayed in, upon, adjacent to or in close proximity to the city building which is the subject of the project; except that if it would be inappropriate to display art at that location, said one percent shall be used for the acquisition of art for display in, upon, adjacent to or in close proximity to other city buildings.

B.1

ORDINANCE No.

5.74.040 Administration. The Metropolitan Arts Commission shall in its discretion administer the provisions of this ordinance relating to art acquisition and display.

5.74.050 Guidelines. The Metropolitan Arts Commission shall adopt guidelines:

(1) to determine the cases in which it would be inappropriate to display art in a city building;

(2) to identify suitable art objects for city buildings;

(3) to encourage the preservation of ethnic cultural art and crafts, including Pacific Northwest Indian art;

(4) to facilitate the preservation of art objects and artifacts that may be displaced by a construction project;

(5) to prescribe a method or methods of competitive selection of art objects for display;

(6) to prescribe procedures for the selection, acquisition and display of art in city buildings; and

(7) to set forth any other matter appropriate to the administration of this chapter.

5.74.060 Delegation. The Metropolitan Art Commission's decision as to the selection, acquisition, allocation and display of art objects shall be final.

5.74.070 Ownership. All art objects acquired pursuant to this ordinance shall be acquired in the name of the City of Portland, Oregon, and title shall vest in the City of Portland, Oregon.

Section 2. The Council declares:

That in order that appropriation of funds for art objects for city buildings may be authorized without unnecessary delay, an emergency exists and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, APR 10 1980

Commissioner Schwab
March 27, 1980
RLHurtig/fg

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the matter of an expenditure of one percent for art in the proposed Justice Center) RESOLUTION

WHEREAS, Multnomah County is constructing a major new building in the downtown core area to house criminal justice functions of the City and County; and

WHEREAS, particular care and investment is needed to be sure this proposed Justice Center is a positive addition to the downtown area; and

WHEREAS, government investment has historically provided support for significant works of art; and

WHEREAS, such public investment also helps support the local art community and increases the public benefit from that community; and

WHEREAS, publicly displayed art in the Justice Center can contribute significantly to the positive public perception of that building;

NOW, THEREFORE BE IT RESOLVED, it is the policy of the Board to expend one percent of the total contribution from the County's capital reserve fund to the Justice Center project for the purchase of art objects for display in that building; and

BE IT FURTHER RESOLVED, subsequent Board funding decisions shall reflect that policy; and

BE IT FURTHER RESOLVED, appropriate space should be made in the design of the building to accommodate this Board policy, and

BE IT FURTHER RESOLVED, the Metropolitan Arts Commission shall be responsible, under guidelines developed by that Commission, for the selection of such art.

Dated this 29th day of January, 1980.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Dennis Buchanan
Presiding Officer

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. 222

Relating to the dedication of one percent of construction or alteration appropriations for acquisition of art.

Multnomah County ordains as follows:

Section 1. Policy Statement. It is the policy of Multnomah County that each major county construction project which involves the construction or alteration of certain county buildings shall have an appropriate display of art integrated into the project.

Section 2. Definitions. As used in this ordinance:

(a) "Construction cost" means actual construction cost, excluding engineering and administrative cost, cost for fees and permits, and indirect cost, such as interest during construction, advertising and legal fees.

(b) "Construction or alteration" means construction, rehabilitation, renovation, remodeling or improvement.

(c) "County building" means all county buildings except service facilities not normally visited by the public, such as maintenance sheds, bridges and similar structures, and does not include roads.

(d) "Major county construction project" means a construction project which involves the construction or alteration of a county building with an estimated construction cost of $50,000 or more.

Section 3. Dedication. One percent of the construction cost of a major county construction project which involves the construction or alteration of a county building shall be set aside for the acquisition of art; which may be an integral part of the building, attached thereto or capable of display in other public buildings. Siting variancesmay be granted by the Board.

Section 4. Administration. The Metropolitan Arts Commission shall in its discretion administer the provisions of this ordinance relating to art acquisition and display.

Section 5. Guidelines. The Commission shall adopt guidelines:

(a) To determine the cases in which it would be inappropriate to display art in a county building;

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METROPOLITAN ARTS COMMISSION

9

(b) To identify suitable art objects for county buildings;

(c) To encourage the preservation of ethnic cultural arts and crafts, including Pacific Northwest Indian Arts;

(d) To facilitate the preservation of art objects and artifacts that may be displaced by a construction project;

(e) To prescribe a method or methods of competitive selection of art objects for display;

(f) To prescribe procedures for the selection, acquisition and display of art in county buildings; and

(g) To set forth any other matter appropriate to the administration of this ordinance.

Section 6. Delegation. The Commission's decision as to the selection, acquistion, allocation and display of art objects shall be final.

Section 7. Ownership. All art objects acquired pursuant to this ordinance shall be acquired in the name of Multnomah County, Oregon, and title shall vest in Multnomah County.

Adopted this 20th day of March, 1980, being the date of its second reading before the Board of County Commissioners of Multnomah County, Oregon.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By Henry Buchan
Presiding Officer

Authenticated by the County Executive on the 20th day of March, 1980.

Donald S Clark
County Executive

APPROVED AS TO FORM:

JOHN B. LEAHY, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

By

EXHIBIT "B"

BUDGET

Funds Available:

City of Portland	$ 87,000
Multnomah County	$ 50,000
Federal Highway Administration	$264,375
Total-Maximum amount available	$401,375

Expenditures:

Semi-finalist and finalist design fees and travel costs (see page 2)	$ 30,310
Art work installed	$371,065
Total-Maximum amount available	$401,375

EXHIBIT "B"

Semi-Finalist and Finalist Design Fees and Travel Costs

Site	Fee per artist	Total
Glasswork	$1,500	$ 4,500
Sculpture	2,000	6,000
Lamps above sculptures	----------Postponed----------	
Arcade	750	2,250
Lobby floor	750	2,250
Lobby lamps	500	1,500
Elevator bank flat wall	750	2,250
" " curving walls	750	1,500
Courtrooms	500	3,500
TOTAL		$23,750

# of Artists	Estimated travel costs	Total
9 east coast artists	$300 before May 31	$ 2,700
11 Oregon artists (Mainly Portland)		500
3 Washington artists		500
1 New Mexico artist		1,000
Contingency		500
TOTAL		$ 5,200

# of Artists	Estimated lodging	
14 out-of-town	$25/night--2 nights	$ 700
TOTAL		$ 700

# of Artists	Estimated food	
14 out-of-town	$20/day--2 days	$ 560
10 local	$10/day	100
TOTAL		$ 660

GRAND TOTAL OF FEES, TRAVEL, BOARD & LODGING COSTS $30,310

9294

ROW 12

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: John Jenkins
Engineer of Materials

DATE: September 15, 1981

FROM: R. W. Ellison
Project Manager R.W. Ellison

SUBJECT: Justice Center
File 46993
FAP No. I-205-7(76)312
Contract 9294
Phase III Construction
Concrete Strengths

The attached letter of September 14, 1981, from our Construction Manager (Turner Construction Company) addresses my letter of September 11, 1981, concerning low strength concrete.

I have disucssed the remedial steps with the Construction Manager in the field and it appears that the strength situation is back under control.

RWE:jr
Attach.

cc: E. S. Hunter w/att.
J. B. Boyd w/att.
D. E. Wilken w/att.
Tuck Wilson w/att.
Earl Bradfish w/att.

E. S. HUNTER

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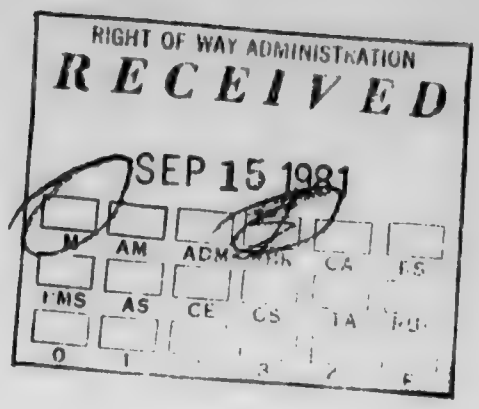
TECHNICAL SERVICES
SEP 16 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057



Turner

September 14, 1981

Mr. R. W. Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Re: Justice Center - Phase 3
5000 PSI Concrete

Dear Mr. Ellison:

We are in receipt of your letter dated September 11, 1981 concerning low strength 5000 PSI concrete. Steps had already been taken to correct this situation and, based on our review of 7 day strengths received 9/11, we now feel that the Contractor has this situation under control. For your information, we are providing the following summary of events:

1. August 27 - Received concrete compression tests for placement of 7/27/81: 4520 PSI.
2. August 27 - Weekly Scheduling Meeting. Hoffman was advised that concrete strengths failed the requirements of ASTM C94. Turner asked that immediate corrective action be taken by Hoffman/ Ross Island.
3. August 27 - Hoffman met with Ross Island and Turner. Since no practical explanation was developed to account for the low strength, Hoffman decided to simply increase the strength of the mix design. Revision would be based on the recommendations of an independent professional engineer.
4. August 28 - Used 5000 PSI mix, modified by the addition of flyash, in a 4000 PSI deck placement, as a test. (7 day test cylinders later indicated a potential higher strength with the modified mix.)
5. August 31 and on - Begin employing modified 5000 PSI mix at all 5000 PSI locations.
6. September 11 - Receive first series of 7 day breaks for modified mix. (Results are encouraging - highs of 4810 PSI and 4675 PSI at 7 day strength.)

From the period 7/27, when the problem developed, to 8/27, when the first low 28 day strengths appeared, several other similar situations occured. These are noted in your letter. The corrective action described above applies to these conditions also.

We are holding extra test cylinders on all failures. They will be broken at 56 days to note strength gain, if any.

Sincerely,

R. F. Oberlander
Project Superintendent

File: Testing & Inspection - Concrete
Correspondence - Owner

RFO:cs

ROW 12

9294

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis, Assistant
Attorney General & Chief Counsel

DATE: September 15, 1981

FROM: R. W. Ellison
Project Manager R.W. Ellison

SUBJECT: Justice Center
File 46993
FAP No. I-205-7(76)312
Contract 9294
Phase III Construction
Disputed Work

Attached for your information is recent correspondence between the Contractor (Hoffman Construction) and our Construction Manager (Turner Construction Company) relative to the handling of disputed work. You may remember that we had the Construction Manager initiate a price agreement (attached) which adds to the contract specs a method for handling disputed work. The dispute was whether or not certain work was a part of the contract requirements. The Contractor is now suggesting revisions to the price agreement (attached) which the Construction Manager does not find acceptable.

This information is sent to keep you abreast of the situation.

RWE:jr
Attach.

cc: E. S. Hunter w/att.
J. B. Boyd
C. T. Keasey w/att.

E. S. HUNTER

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FOR

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Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

September 14, 1981

Mr. E. N. Newman, Vice President
Hoffman Construction Company
900 SW Fifth Avenue
Portland, OR 97205

Re: Justice Center - Portland
Price Agreement No. 4
Proceeding with Disputed Work

Dear Mr. Newman:

This letter will acknowledge receipt of our modified and unsigned Price Agreement No. 4.

Your request for clarification in this matter has grown beyond reasonableness. It is particularly annoying to us that you ask for a clarification and yet you wish to exclude 80% of the contract (subcontractors, vendors, etc.) from its effectiveness. In addition, you suggest you don't know the cost impact of signing such a clarification. Generally, an item is not known to be in dispute until a claim is submitted. Either the claim is reimbursable or not.

We can certainly see the perplexity you are involved with if you have not passed this clarification on to your subcontractors. However, I am sure you can see our objections to such "openendedness" as items 6 and 7 suggest.

We will not issue Price Agreement No. 4 with the terms you suggest.

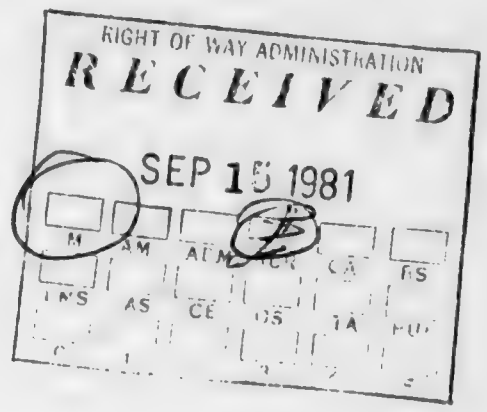
Very truly yours,

J. F. McCarthy
Project Manager

cc: Bob Ellison - ODOT
Jim Cure - HCCo

File: C3-35

JPM:cs



HOFFMAN CONSTRUCTION COMPANY

September 10, 1981
HCC-T-54

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SEP 12 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, Oregon 97204

Attn: Mr. M.W. Bloomfield

RE: State Department of Transportation
Contract No. 9294
Justice Center Phase 3
Portland, Oregon
Our Job No. 8116
Price Agreement No. 4

Gentlemen:

We have reviewed Price Agreement No. 4 and suggest that the language be incorporated per the enclosed document.

We are not transmitting this change to our subcontractors or suppliers so do not know what their response will be, if and when your suggested procedure for handling work in dispute is actually applied to them. We have added Paragraph 6 to cover the potential problem of enforcing the provisions in Price Agreement No. 4 with subcontractors and suppliers.

Since you have included no provisions in Price Agreement No. 4 for reimbursement of any additional costs incurred by us, our subcontractors and our suppliers for handling disputes in the manner which you have proposed, we have added Paragraph 7 to cover this matter.

If our suggested language is acceptable, please reissue the Price Agreement accordingly and return it for our signature. Please notify us if you have any questions.

Very truly yours,

E.N. Newman
Vice President

RIGHT OF WAY ADMINISTRATION
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ENN:cjs
Enclosure

cc: Jobsite

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 11, 1981

In Reply Refer to
File No.:

Norma Gleason
Public Art Consultant
Metropolitan Arts
Commission
Corbett Bldg., Rm. 314
430 S.W. Morrison St.
Portland, OR 97204

RE: Justice Center
File 46993
1% for Art
September 7, 1981
Notice
FAP No. I-205-7(8)311
(JAIL)

Dear Norma:

Your notice of September 7, 1981, concerning selection of finalists for Justice Center art states that, "In a year, selected work will be seen inside and outside the newly completed Justice Center at S.W. Third and Main."

This is in error because the Justice Center is not scheduled to be completed until December 31, 1983.

I, like you, am anxious to see this magnificent project completed and available for all to appreciate. The enormous amount of work required for this project cannot be completed within a year so we will have to wait until the end of 1983 to enjoy the rewards of the combined efforts involved.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh

cc: E. S. Hunter
J. B. Boyd
Dale Wilken
Tuck Wilson
Earl Bradfish

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TECHNICAL SERVICES
SEP 11 '81
REFER TO
FOR
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9294

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 11, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Contract Revisions
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached are copies of four contract revision authorizations which I have written against the Phase III Construction Contract (Hoffman Construction Company contract). These revisions include the following:

1. Structural modifications required to support the heat recovery system.

2. Re-route duct work on LL2 to provide adequate head room and eliminate conflict with the electric lines.

3. Add reinforcing to curtain wall support beams for east and west curved walls on floors 6, 7 and 8.

4. Re-route electric lines under A' line on LL2 because a block out for same was not detailed through the beam in Phase II.

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They are necessary because of omissions or conflicts in the Construction Plans.

I assume that, in accord with our agreement, the Architect's work of providing revised drawings, design, etc., for these items, is being done at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.
cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy

Form 734-3122

9294

:OW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 3, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
Extra Work
File 46993
FAP No. I-205-7(76)312
(JAIL)

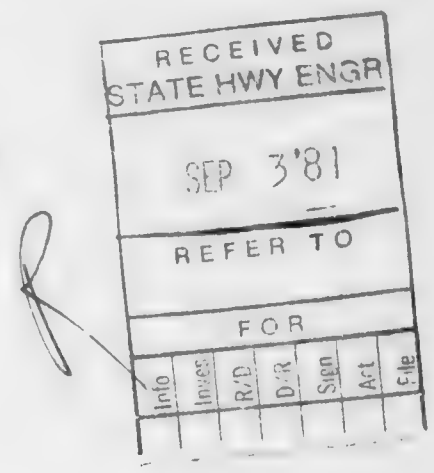
Dear Jack:

Attached are two contract revision authorizations which I have issued for the Phase III Construction Contract (Hoffman Contract). One covers corrective work required because some of the plumbing shown on the plans does not conform to code. The other is a revision to the exterior beams which support the fourth floor and is required because of a conflict between architectural and structural details on the plans.

I presume in accordance with our agreement, the corrective drawings, etc., necessary to construct the revisions are to be produced by the Architect at no cost to the State.

Very truly yours,

R. W. Ellison
Project Manager



RWE:jh
attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy

Form 734-3122

9291

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 2, 1981

In Reply Refer to
File No.:

Mr. George Yerkovich
City Auditor
City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)
1% for Art
MAC/State Agreement

MISC. CONTRACTS and
AGREEMENTS No. 5439

Dear Mr. Yerkovich:

Attached for your files are two copies of the Metropolitan Arts Commission/State Agreement covering acquisition of art for the Justice Center.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Bob Gormsen
Earl Bradfish w/att.
Tuck Wilson w/att.

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

CON 5
9294

DATE: August 11, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Justice Center
State/Metropolitan Arts Commission
Agreement for Procurement of Art
File 46993
FAP No. I-205-7(8)311 (JAIL)

The Justice Center project has monies authorized by the City of Portland, Multnomah County, and the Federal Highway Administration for expenditure on art to be displayed within the building. This is part of the "1% for Art" for public buildings program which is in effect in Portland. The total of these funds amount to $401,375.00.

The State is responsible for construction of the Justice Center and makes payments to consultants and contractors for project costs. The State will also arrange for acquisition of the art which will be paid for by City, County and FHWA funds. There are no State funds involved.

We have made arrangements with the Metropolitan Arts Commission to select and procure the art and I request your approval of the agreement between the State and Metropolitan Arts Commission for the selection and procurement of the art and authority to sign the agreement for and on your behalf. This matter will be on the consent calendar for your August meeting.

RHE:jh md

bcc F. B. Klaboe
R. W. Gormsen
E. S. Hunter
J. B. Boyd
D. H. Moehring
V. E. Skoog
George Bell

Form 734-3123

#9274

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

AGR

September 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
1% for Art
State/Metropolitan Arts
Commission Agreement
File 46993
FAP No. I-205-7(8)311 (JAIL)

The Justice Center project includes funds which will provide art to be displayed within the Facility. This is in accord with the City of Portland's "1% for art" policy for public buildings. The money available for art on this project is $401,375.00

Under the terms of the attached Agreement between the State and Metropolitan Arts Commission (MAC), MAC will select and procure the art for this project.

Your memos of April 17, 1980, and May 15, 1981, authorized Federal Highway participation in this art.

We request your approval of the attached Agreement. Please return two signed copies of this Agreement for our files.

RWE:bkc
Attachments

cc: F.B. Klaboe
H.S. Coulter
E.S. Hunter
D.H. Moehring
V.E. Skoog (w/att)
J.B. Boyd

RECEIVED
DOT DIRECTOR
SEP 3 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 1, 1981

In Reply Refer to
File No.:

John McCarthy
Project Manager
Turner Construction Co.
1221 SW First
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)
Contract 9294
Phase III Construction
A-Line Column Claim

Dear John:

In response to your letter of August 17, 1981, I have reviewed the correspondence relative to the contractor's claim for extra compensation for the "A" line column stubs. I have also reviewed the construction plans and specifications. Based on such review I must concur with your conculsion and that of the Architect in denying the contractor's claim.

The plans clearly indicate that the elevation of the second floor changes at the "B" line. In addition, special notes indicate that specific areas of the floor are to be constructed to specific elevations. The specifications clearly state that the Phase II contract ceases at the second floor slab level. The contractor viewed the project prior to bidding and was certainly aware of the second floor changes in elevation. This status was also discussed in the pre-bid meeting.

Drawing S-19 upon which the contractor bases his claim is a re-bar detail cut sheet showing elevation of re-bar splices. The elevation of re-bar on the site does match the plans.

The existing concrete matched the structural plans and the existing re-bar matched the re-bar detail sheets. I am unable to find sufficient evidence to approve the contractor's claim. Your denial of the claim is the correct action.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
TECHNICAL SERVICES
SEP 2 '81
REFER TO
FO:
Info | Inves | R/D | Dsgn | Right | Agt | File

RWE:jr
cc: E. S. Hunter
C. T. Keasey
Jack Cornwall
Ed Newman

Form 734-3122

1981 Justice Center, Phase 3 9294
in Portland.

#2

CLA 5439 - 5/5/81, 7/6/81 ②
7/13/81 ②
7/22/81 ②

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: R. W. Ellison
Project Manager

DATE: August 19, 1981

FROM: J. B. Boyd
Right of Way Manager

RECEIVED
STATE HWY ENGR
AUG 20 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)

As discussed, our plan of action on the State Police Crime Lab is as follows:

Design Fee

I am still apprehensive of the $21,000 design fee requested by Zimmer, Gunsul and Frasca. One of our problems is that the work program is not clearly defined to Zimmer, Gunsul and Frasca. Our meeting of Thursday, August 20, at 2:30 p.m., should clarify the work program and determine again, in our judgment, whether the fee is reasonable.

Methods of Implementation

A. Price Agreement

One method of constructing the Crime Lab would be with a price agreement to Hoffman Construction Co. to construct the entire facility. This will probably require the most detailed set of plans and specifications and probably result in the highest cost.

B. Separate Contract

This would require the same amount of detail and specifications, but might result in a lower initial cost but create coordination problems with the prime contractor, possibly resulting in a ripple effect and the need to have the entire building constructed and all the services in place prior to executing a separate contract.

C. State Forces Activity

A possibility that appears to be feasible would be to have the general contractor, under price agreement, install the permanent type of fixtures such as conduits, walls, and other things that can be considered part of the real property and then have the State crews install the cabinetry and other appurtenances that require the individual care in minimizing the damage to the cabinetry which is in the existing Crime Lab.

D. State Forces Doing Entire Work

It is possible, after a design is complete, to have the State forces building crew do the entire installation on a cost basis which may or may not be the minimum cost to the State Police.

We will pursue all of the above alternatives with the goal of determining the least cost to the user, the State Police. The course of action will be determined and the State Police informed as to what our best estimate of the cost that will be provided by them. This would be the total cost minus $109,000, which is provided under the guaranteed maximum for the City Police Headquarters.

JBB:kkr

cc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
Lt. Colonel Brandaw
Captain Roger Dingeman
Fred Lucht
Earl Bradfish
Tuck Wilson
Jack Cornwall
John McCarthy

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 7, 1981

In Reply Refer to
File No.:

Norma Gleason
Public Art Consultant
Metropolitan Art Commission
Corbett Building, Rm. 314
430 Southwest Morrison St.
Portland, OR 97240

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
1% for Art
Sculptures
Integral Art

Dear Norma:

Your letter of July 27, 1981, requested determination if the two sculptures planned for the Third Avenue entrance qualify as integral art. The attached memo from the Federal Highway Administration does indeed define these pieces as qualifying for integral art for the Justice Center.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: H. S. Coulter w/att.
E. S. Hunter w/att.
V. E. Skoog w/att.
J. B. Boyd w/att.
Tuck Wilson w/att.
Earl Bradfish w/att.
John McCarthy w/att.

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TECHNICAL SERVICES
AUG 10 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311
Jail - Justice Center
(File 46993)

Date: August 6, 1981

Reply to Attn. of: HRW-OR

From: Division Administrator

To: Mr. H. S. Coulter, Oregon State Engineer
Oregon State Highway Division

Mr. Ellison's letter of July 31, 1981, requested our determination if two sculptures approximately 14' in height located on 12'x12' pediments at the Third Avenue entrance would qualify as an integral part of the Justice Center.

Any art items incorporated into the Justice Center reflecting obvious intent of permanent placement due to size, placement, or attachment would be considered an integral part of the Justice Center. Therefore, the two statues in question would be considered eligible for Federal participation from the 1% for Art fund.

Dale E. Wilken
Division Right of Way Officer

cc:
OSHD (J.B. Boyd) Right of Way
OSHD (R.W.Ellison) Right of Way

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG - 7 1981
M AM ADM RDR CA RS
PMS AS CE OS TA RUE
0 1 2 3 4 F

9294

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 7, 1981

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AUG 10 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

John McCarthy
Project Manager
Turner Construction Co.
1221 S.W. First
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)
Phase III Construction
Contract 9294
Contractor Claims

Dear John:

Pursuant to our conversation of yesterday, please advise Hoffman Construction Company (the Contractor) that a disagreement between the Construction Manager (CM) and the Contractor over payment for work to be done is not considered to be a reason to stop work on the contested portion of the contract. Continuation or completion of such work does not constitute a waiver of the Contractor's right to initiate a claim for payment of the work if the matter cannot be otherwise amicably resolved.

It is the State's intent that the project be progressed in the most expeditious manner and that the Contractor not lose his rights to initiate a claim simply because he completes work in accord with the CM's instructions. Instructions by the CM to complete contested work should be in writing.

The contractor must inform the CM of his intent to claim in a timely manner as required by the terms of the contract.

The contract states that items which cannot be resolved between the Contractor and CM are to be submitted to the Project Manager for resolution. Resolution by the Project Manager is interpreted to mean by the Project Manager or through use of all resources available to the Project Manager. This includes processing the contested item through the State Highway Divisions Claims Review Board if the matter cannot be resolved by the Project Manager. In cases where resolution through the Claims Review Board is not reached, the Contractor's last resort is litigation through the Courts system.

All submissions for settlement of a contested item must be submitted by the Contractor through the CM.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
cc: E. S. Hunter
Jack Sollis
C. T. Keasey
Tuck Wilson
Earl Bradfish

#7274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1981

In Reply Refer to
File No.:

Norma Gleason
Public Art Coordinator
Metropolitan Arts
Commission
Corbett Bldg., Room 314
430 S.W. Morrison Street
Portland, Oregon 97240

RE: Justice Center
1% for Art
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Ms. Gleason:

This will document our recent telephone conversation relative to 1% for art for the Justice Center.

The art is being purchased on an installed basis and an amount of that art at least equivalent to the Federal Highway Administration contribution must be an integral part of the building. In several cases, the actual installation may have to be done by the building contractor's (Hoffman Construction Company) forces in order to preclude shutdown of the project because of non-union personnel (artists) working on the site.

In some instances the building contract includes furnishing and installing a commercial type item (tile ceiling, glass wall, etc.) which will be replaced with a 1% for art item where the artist furnishes the material. This will result in a credit from the contractor for the commercial materials he will not have to furnish and charge by the contractor for the extra work of installing an item more complicated than he originally anticipated. I understand that the art item will be more difficult to install than the commercial item the contractor included in his bid.

The credits received from the contractor for materials not furnished by him at the various art locations may be used to offset the contractor's extra charges for the more complicated installation work at these locations. Any remaining installation charges must be paid out of 1% for art funds. This procedure has been approved by the Justice Center "owners".

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FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

Please contact me regarding any negotiations with the building contractor which are necessary to accomplish the above.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh

cc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
J. B. Boyd
D. E. Wilken
Tuck Wilson
Earl Bradfish
John McCarthy

#7274

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1981

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
1% for Art
Integral Art
File 46993
FAP No. I-205-7(8)311
(JAIL)

The attached letter from the Metropolitan Arts Commission describes two sculptures which are planned for the Third Avenue entrance.

Your determination that these sculptures fall within the definition of "integral art" is requested.

RWE:jh
attach.

cc: H. S. Coulter w/attach.
E. S. Hunter w/attach.
J. B. Boyd w/attach.
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

RECEIVED
STATE HWY ENGR
AUG 3'81
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

METROPOLITAN ARTS COMMISSION

27 July 1981

Cotbell Building [illegible]
430 Southwest [illegible] Avenue
Portland, Oregon 97204

503 248 4569

Mr. R.W. Ellison
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Bob,

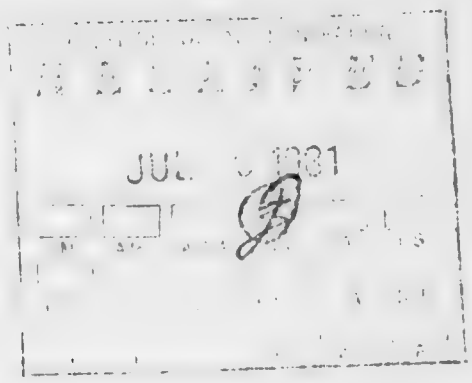
The Justice Center Public Art Selection Committee recognizes that all of the Justice Center's federal art funds must be spent on work integral to the building. As you suggested, I am making a formal enquiry on behalf of the Selection Committee regarding the federal government's definition of integral art.

In particular, the Committee would like to know whether two sculptures, budgeted at $150,000, will be considered integral works. The sculptures will sit on 12 X 12' pediments at the Third Avenue entrance and are expected to be approximately 14' tall. Their medium, which will be determined in October, will be marble or bronze, so once placed the sculptures will be immovable except by crane. Further, if federal regulations require it, the sculptures can be bolted into the concrete pedestals with metal rods.

I think this summarizes the situation. I hope you will be able to give us the guidance we need.

With thanks for all your efforts,

Norma Catherine Gleason
Public Art Project Manager



Arts
Inc.

9294

ROW 12

RECEIVED
DOT DIRECTOR
AUG 3 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

July 29, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S. W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Police Crime Lab
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Your letter of July 17, 1981, continues to disclaim the finishing of the Crime Lab as a part of our original Agreement. We do not accept this contention.

The Agreement states, "It is intended that the completed project is a functional building and improved site that can be legally occupied and fully used for the intended functions as constructed . . ." and, "The services of Architect shall generally consist of the . . . preparation of construction documents . . . and other components and consulting services as are necessary to make a complete project . . ." The Crime Lab is a part of this project and your responsibility for functional crime lab cannot be considered discharged until the construction documents necessary for its completion are finalized.

You requested a delay in completing this work and we allowed the delay in the belief that it would not increase the cost. It is obvious that such a delay would cause the phasing of the Crime Lab construction documents completion to be other than you originally planned.

As a reason for additional cost at the time of the delay there was no discussion or understanding that it would be reason for extra compensation. It was merely a revision of work sequencing for the convenience of the Architect.

We do not believe that a request for additional payment to complete work included in the original Agreement has been justified.

Prompt completion of this work as part of the original Agreement is requested in order that we may take steps to contract the required construction.

Very truly yours,

J. B. Boyd
Right of Way Manager

RWE:jh
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Brooks Gunsul
Earl Bradfish
Tuck Wilson

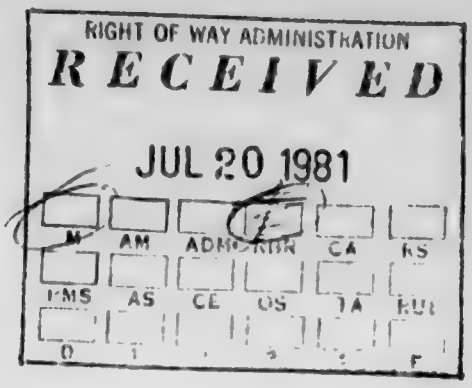
Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

July 17, 1981



Oregon Department of Transportation
Room 110, Right of Way Section
Salem, Oregon 97310

Attention: Bob Ellison
Project Manager

Reference: Job No. 6027 Justice Center

Subject: Oregon State Police Crime Lab

Gentlemen:

We are in receipt of your letter of July 11, 1981, responding our earlier letter June 11, 1981. We do not find any indication that comments in your letter refute statements made in our earlier letter.

In this letter, we would like to first restate the events and then reiterate our position.

History of Events

1. Programming and Schematic Design efforts by ZGF for the entire project including Oregon State Police Crime Lab were carried forth as a part of a comprehensive and co-ordinated effort and were completed January 22, 1980, and April 15, 1980 respectively. During that period, as a part of an extensive interview process with all Departments of the Police Bureau, discussions were held with State Crime Lab representatives to determine program, net space requirements and functional relationships. This information was tabulated and included in final reports at the completion of the programming and schematic design phases. Excerpts from these reports including this information are attached. These reports were approved by the Owners as a part of the general approval of the Programming and Schematic Design phases of the project.

2. During the subsequent Design Development and Construction Documents phase while all other areas of the project were being brought forward concurrently in a phased and co-ordinated effort, the Owners excluded work on the Oregon State Police Crime Lab from the Architect's work from April 15, 1980 to January 21, 1981.

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Brainard Joy Gannett AIA
Daniel J. Huberty AIA Robert M. Nickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI Larry S. Bruton AIA

3. The only exception was a request in November, 1980, from O.D.O.T. to ZGF for a comprehensive construction cost estimate for the Crime Lab based on a plan prepared by Oregon State Police and which is not consistent with the program, net space tabulation or functional diagrams earlier prepared by ZGF and approved by the Owners.

4. In January 1981 O.D.O.T. requested ZGF to redraw the Oregon State Police plan for the Crime Lab and to provide a second detailed construction cost estimate.

Reiteration of ZGF position

1. State/Architect Agreement clearly provides that Architects services be carried in an orderly series of phases. Work not so carried out comes under the heading "Other Services" and is considered extra work.

2. During the Design phases of project the Owners failed to establish a budget for finishing the Crime Lab. Throughout the design development phase, ZGF had consistently stated that estimates contained only building mechanical and electrical services geared to the unique requirements of the Crime Lab but no finishes. As late as November 1980, as a result of an estimate prepared by ZGF at the request of the City for the equivalent cost of "standard" tenant improvements in the space to be occupied by the Crime Lab, the City reduced its budget for the Police Bureau space by $109,000 in order to add this sum as budget for Crime Lab finishes. One major result of this change in project was that ZGF carried out uncompensated extra work at extra cost. ZGF redesigned already completed plan layouts of all Police floors and revised systems and finishes in cooperation with Inspector Sullivan in order to take out $109,000 from already designed work for City Police.

3. ZGF's estimate for cost of the OSP Crime Lab prepared November 1980, showed the Crime Lab based on OSP drawings to cost an additional estimated $301,724 in direct construction cost plus an additional estimated $100,570 related to disconnecting, moving and reinstalling existing equipment. This indicated a facility cost considerably beyond the belatedly identified budget. The design of this more complex facility will constitute extra work as identified in State/Architect Agreement.

In conclusion, we believe that extra fee in justified at this point for extra services requested beyond work anticipated by our Agreement.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

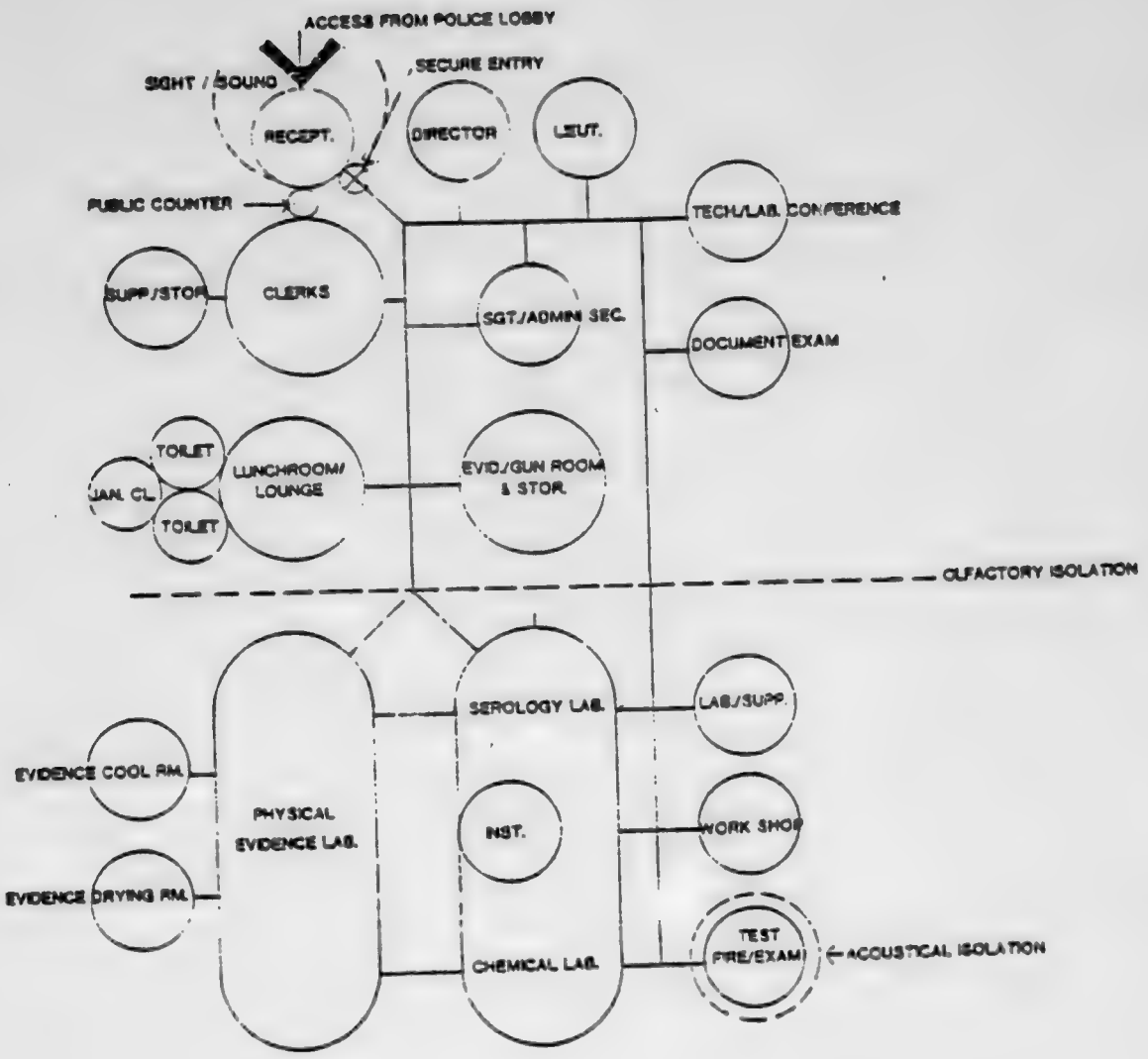
Jack Cornwall
Architect

JC/ph

FLOOR 11 - POLICE (CONT'D)

QUAN.	SPACE/FUNCTION	NSF-PROGRAM 1/22/80	NSF-DRAWING 4/8/80	NSF-DIFF. ± PROGRAM	REMARKS
	Oregon State Police Crime Lab				
1	Director	180			
1	Lieutenant	140			
1	Sergeant/Admin Secr.	200			
1	Clerks/File/Duplicating/Supply	400			
1	Reception	100			
1	Chemical Lab	1300			
1	Instrument Lab	720			
1	Serology Lab	400			
1	Physical Evidence Lab	1300			
1	Evidence Drying Rm	100			
1	Evidence Cool Room	80			
1	Evidence/Gun Storage	300			
1	Document Examination	150			
1	Lab Supplies	100			
1	Test Fire/Examination	200			
1	Work Shop	200			
1	Technical Library/ Conference	250			
1	Women's Lckr/ToiletRm	225			
1	Men's Lckr/Toilet Rm	225			
1	Lunch/Lounge	150			
1	Janitor Closet	80			
	SUBTOTAL	6800	6800*		
	FLOOR 11 TOTAL	14545	14664	+ 119	

*The drawing indicates a NSF allocation of 6800 SF for this entire dept. incl. circulation & division partitions



STATE CRIME LAB

6/8/81

OREGON STATE POLICE CRIME LAB
NET SPACE PROGRAM BASED ON DRAWING RECEIVED NOV. 1980

1	DIRECTOR, STATE	195	NSF
1	DIRECTOR, PORTLAND	195	
1	SUPERVISOR	195	
1	RECEPTION/SECRETARY	740	
1	ADMINISTRATIVE ASSISTANT	174	
1	SUPPLY	120	
1	MICROSCOPE	400	
1	CHEMICAL LAB	700	
1	INSTRUMENT ROOM	740	
1	SEROLOGY LAB	536	
1	PHYSICAL EVIDENCE LAB	600	
1	EVIDENCE DRYING ROOM	70	
1	EVIDENCE	410	
1	TEST FIRE/EXAMINATION	328	
1	LIBRARY/CONFERENCE	360	
1	LUNCHROOM	285	
1	MINI-CONFERENCE	190	
TOTAL		6238	NSF

POLICE - NET SPACE PROGRAM - WMFL

January 7, 1980

QUAN.	SPACE/FUNCTION	NSF	C	REMARKS	OC
	OREGON STATE POLICE CRIME LAB				
1	Director	180	P		1
1	Lieutenant	140	P		1
1	Sergeant/Admin. Secretary	200	P		2
1	Clerks/File/Duplicating/Supply	400	O		5
1	Reception	100	O		0
1	Chemical Lab	1300	P		3
1	Instrument Room	720	P		3
1	Serology Lab	400	P		2
1	Physical Evidence Lab	1300	P		0
1	Evidence Drying Room	100	P		0
1	Evidence Cool Room	80	P		0
1	Evidence/Gun Storage	300	P		0
1	Document Examination	150	P		2
1	Lab Supplies	100	P		0
1	Test Fire/Examination	200	P		1
1	Work Shop	200	P		2
1	Technical Library/Conference	250	P		10/15
1	Women's Locker/Toilet Room	225	P		0
1	Men's Locker/Toilet Room	225	P		0
1	Lunch/Lounge	150	P		0
1	Janitor Closet	80	P		0
	TOTAL	6800			

CODE

P - Private
S - Semi-private
O - Open
OC - Occupancy

ROW 12

files

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen, Manager
Commission Services

DATE: July 22, 1981

FROM: Ron Kleinschmit
Ron Kleinschmit
Project Coordinator

SUBJECT: Justice Center
Architect Design Agreement
Supplemental No. 12
File 46993
FAP No. I-205-7(8)311 (JAIL)

MISC. CONTRACTS and AGREEMENTS No. 545

Attached for your records, is a fully approved copy of Supplemental

Agreement No. 12.

RK:jh
attach.

cc: V. E. Skoog

8/10/81
noted in agree book
JR

RECEIVED

9294

ROW 12

file

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen, Manager
Commission Services

DATE: July 22, 1981

FROM: Ron Kleinschmit
Project Coordinator

MISC. CONTRACTS and AGREEMENTS No. 5439

SUBJECT: Justice Center
Architect Design Agreement
Supplemental Agreement No. 13
File 46993
FAP No. I-205-7(8)311 (JAIL)

Attached for your records, is a fully approved copy of Supplemental Agreement No. 13.

RK:jh
attach.

cc: Vern Skoog

8/10/81
noted in agree. book

RECEIVED

#2274

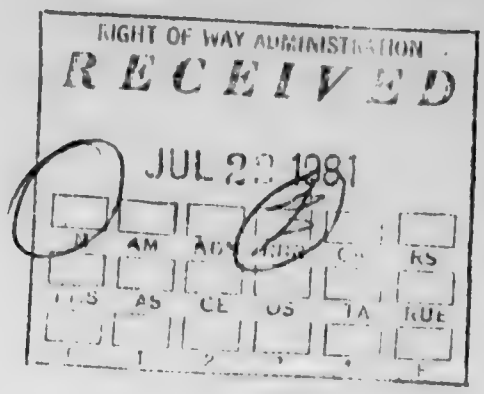
Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

July 21, 1981



Oregon Department of Transportation
Room 110, Right of Way Section
Salem, Oregon 97310

Attention: R.W. Ellison, PE Project Manager

Reference: Job 6027 Justice Center

Subject: Heat Recovery System

Gentlemen:

We respond to Oregon Department of Transportation letter July 1, 1981.

We have made a thorough review of relatively minor structural changes relative to the inclusion of the Heat Recovery System. We and our consultants will bear the cost of any re-engineering work involved although these services have not been purchased by the Owners. Any structural changes will be identified promptly and will be submitted to Turner for Hoffman's evaluation as quickly as possible.

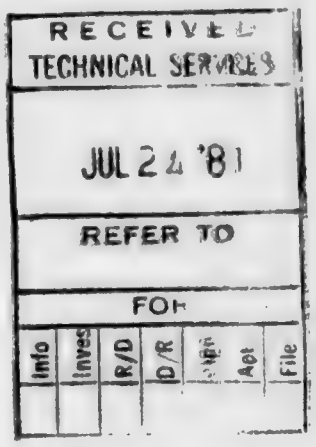
We take exception to the comment in the above-referenced letter concerning "unprofessional performance". We and our consultants have constantly endeavored and will continue to work to provide to this project the highest professional standards.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Architect

JC/ph



cc Copy to all Jackson on attached bid letter 7/24/81

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Brainard Joy Gannett AIA
Daniel J. Huberty AIA Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI Larry S. Bruton AIA

9244

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 21, 1981

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. Fifth Ave.
Portland, Oregon 97204

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Discussion Paper
July 22 Meeting
Cost Allocations -
Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)

Gentlemen:

History

On November 5, 1979 the State of Oregon entered into an agreement with the City of Portland for the Phase III development of the Justice Center. This agreement was written through many drafts and redrafts of an agreement originally written by J. B. Boyd. The essence of the document relates to one fact: That the City will pay up to the Guaranteed Maximum Price for only those increments related to the additional space and services required by the City, plus interest at the interest rate indicated by the monthly earnings of the Oregon Short Term Investment Fund, but not to exceed 10% annualized. Much could be written about the negotiations that led up to this agreement, but it appeared that at the time the agreement was written it satisfactorily protected all parties involved in the process, the Oregon Transportation Commission taking the risk of providing the maximum cost to the City as a necessary part of relocating Rocky Butte Jail in order to proceed with the timely construction of the East Portland Freeway.

Working with the Architects and Construction Manager, many meetings were held in the development of the construction estimate. It was being refined continually through a cooperative process finally culminating in the final design report development dated July 15, 1980. At that point in time the Supplement to providing the final Guaranteed Maximum Price was begun and draft agreements of both the City and the County were sent to

NOTED

Mr. Brian Playfair on August 25, 1980. The conceptual method of dividing costs was not sent at that time, but sent in an additional letter dated August 26, 1980. The concepts indicated at that time were rational and a reasonable way to develop distribution on a lump sum contract. Due to a foul up, Mr. Earl Bradfish, Director of the Office of General Services, City of Portland, did not obtain supplemental agreements as indicated in the previous transmittal to Mr. Brian Playfair, until September 8, 1980.

Detailed in a memo of September 24, 1980, the City Attorney, Mr. Christopher Thomas, posed many questions relating to the proposed agreements which impacted the progress that we were making. By October 9, it became apparent that additional assistance was needed and this was requested of the Chairman of the Transportation Commission, Mr. Anthony Yturri, which culminated in a meeting on October 21, 1980, involving the Commission members and Mayor Ivancie of the City of Portland. On October 31, 1980, a meeting was held in the office of Mr. Tuck Wilson with the various representatives of the Department of Transportation as indicated in my memo of October 31, City of Portland, and Multnomah County. The City of Portland draft was presented and appeared to be in accordance with the general concepts at that time. The City had redrafted the budget and had redrafted the agreement attempting to satisfy the City Attorney and the questions that he raised. In doing so the funding principles originally written were expanded considerably and the costs which had been estimated at $12,300,000 earlier, was reduced to $11,470,000. The final colored drawing allocations were not portrayed in budget form until February 3, 1981. The phrases within the agreement as drafted, lead to various interpretations of the meaning of the document. I will relate the questions in the next paragraph.

Questions

1. Did the negotiation and the agreement portraying the negotiation require the Department of Transportation to adhere to a line item shown in the attachments to the agreements or was the commitment to providing the facility for the Guaranteed Maximum Price?

2. Did the parties to the agreement expect ODOT to suffer monetary difficulties because of the unbalance of the line items?

3. Provided that the answers to 1 and 2 indicate the Guaranteed Maximum Price is the essence of the agreement--does ODOT have any obligation to provide alternates 1 and 2 out of a contingency fund that is already below a 5% level considered to be a minimum of a project of this nature?

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Bob Ellison

RECEIVED
DOT DIRECTOR
JUL 22 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE COPY

9214

7.15

cy: OSHD (H S Coulter)
(J B Boyd)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT
PHASE III

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-15-81	R. W. Pillsbury, Special Programs Engr.	I-205-7(76)312

IN COMPANY WITH
John McCarthy, Turner; Curtis Clark, Hoffman; R. Ellison, ODOT

LOCATION
In downtown Portland on block bounded by 2nd, 3rd, Madison and Main Streets.

CONTRACTOR NAME AND ADDRESS
Hoffman Construction Company, Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
5-28-81	$40,050,000.	December 31, 1983	June 17, 1981	June 17, 1981

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	2%	0.1%

REMARKS

JUSTICE CENTER
PHASE III

This is the final contract of three for this project. The first contract was for excavation and the second to build the shell (floors and walls) back to the ground line. This contract is to finish the lower floors and complete the remainder of this 16-story building.

The building will house City police facilities, County Courts and correction space and the detention space for the County. This latter space is being provided under Functional Replacement. The other agencies are participating in the total cost for their respective spaces.

On this date there was a Preconstruction Conference attended by representatives of all participating agencies. Work on the site is just beginning with some minor concrete work starting on extending columns and walls. The contractor has moved offices and job shacks into basement areas and is submitting shop drawings, etc., for the job.

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Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

#7274

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 Jail Justice Center

Date: July 13, 1981

Reply to Attn. of: HPD.3-OR/I-205-7(8)311

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

MISC. CONTRACTS and AGREEMENTS No. 5439

As requested in Mr. Swan's letter of 6-02-81, this is to confirm advance verbal approval of January 7, 1981, to have simplified drawings made of the Justice Center for the County. This work was originally covered by Supplement #4 to the State/County Agreement. This supplement is now void and the work will be done as Supplement #12 to the State/Architect Agreement.

The cost of this work will be actual cost and will not exceed $1650.00, including a fixed fee of $150.00.

Returned herewith are two singed copies of the agreement.

for Dale E. Wilken

Attachments:
Agreement (2 cys)

cc:
OSHD (J. B. Boyd) R/W
OSHD (R. W. Ellison) R/W
OSHD (D. Swan) Proj. Mgt.

RECEIVED
STATE HWY ENGR
JUL 15 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

7-15
EdH

#7374

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311
Justice Center

Date: July 13, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR/I-205-7(8)311

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

MISC. CONTRACTS and AGREEMENTS No. 5439

As requested in Mr. Swan's letter of July 6, 1981, advance authorization of June 16, 1981, is hereby confirmed for Supplement #13 to the State/Architect Agreement to print additional copies of the construction plans for the job.

The amount for the work shall not exceed $14,913.00 including a fixed fee of $1,356.00. Two copies of the approved agreement are returned herewith.

G. K. Hoseum
for Dale E. Wilken

Attachments:
Agreement (2 cys)

cc:
OSHD (J. B. Boyd) R/W
OSHD (R. W. Ellison) R/W
OSHD (D. Swan) Proj. Mgt.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 15 '81
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FOR
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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1981

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 13
File 46993
FAP No. I-205-7(8)311 (JAIL)

The contract for construction of Phase III of the Justice Center has been awarded to Hoffman Construction Company (Contract 9294). The Contractor needs construction drawings in order to build the facility. These are drawings which incorporate all the plan changes included in addendum letters 1, 2 and 3 which were issued during the bidding period. The work of changing the bid plan tracings so they include the addendum changes has been done by the Architect under the terms of the original State/Architect Agreement. The plans must now be printed and provided to the Contractor as a working tool. This printing is the subject of the attached Supplement No. 13 to the State/Architect Agreement.

The addition of this work in an amount not to exceed $14,913 increases the limitation of architectural services under the original agreement, previous supplements, and this Supplement, to an amount not to exceed $2,670,127.

We request your concurrence of the verbal approval for this work as received from Mr. Pillsbury on June 16 and July 1, 1981.

Please return two signed originals of the Supplemental Agreement for our files.

RECEIVED
DOT DIRECTOR
JUL 7 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RWE:jh
attach.

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/attach.

NOTED
F. B. KLABOE

Form 734-3122

9294

L. 7

J 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1981

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
State/Architect Agreement
Supplement No. 14
File 46993
FAP No. I-205-7(8)311
(JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Gentlemen:

Attached for your records is a copy of Supplement No. 14 to the Architectural Design Agreement covering architectural services during the Phase III construction.

Very truly yours,

R. W. Ellison

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Bob Gormsen w/attach.
D. H. Moehring w/attach.
V. E. Skoog w/attach.

#7274

files

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1981

In Reply Refer to
File No.:

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
File 46993
FAP No. I-205-7(8)311 (JAIL)
State/Architect Agreement
Supplement No. 15

MISC. CONTRACTS and
AGREEMENTS No. 5439

Attached for your record is a copy of Supplement No. 15 to the Architectural Design Agreement for the Justice Center.

This is a county cost only and requires no Federal participation. This copy will allow continuity of your records.

RWE:jr
Attach.

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring w/att.
V. E. Skoog w/att.
Bob Gormsen w/att.

7/13/81
not nec. to be reported to OTC
per Boyd per Sollies

Form 734-3122

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VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1981

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 14
Revised Exhibit "A"
File 46993
FAP No. I-205-7(8)311 (JAIL)

Attached is a revised Exhibit "A" for Supplement No. 14 to the Architectural Design Agreement.

Supplement No. 14 was executed and sent to you prior to completing details for Supplement No. 13. At the time of signing Supplement No. 13 a revision to the cost was made by hand on the document. This increased the total amount of Supplement No. 13 and necessitated a revised Exhibit "A" for Supplement No. 14. The revised Exhibit is attached.

Please substitute this Exhibit "A" for that originally attached to your copy of Supplement No. 14.

This revision increases the limitation for architectural services under the original Agreement and all Supplements through No. 14 to an amount not to exceed $3,368,127.

RWE:jh
attach.
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring w/attach.
V. E. Skoog w/attach.
Jack Cornwall w/attach.

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JUL 7 '81
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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 1, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 SW Oak St.
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)
Police Crime Lab

Dear Jack:

Your letter of June 11, 1981, expresses your opinion that the design and cost estimate for the State Police Crime Lab is not a part of our original Design Agreement. We do not agree with this thinking.

The original agreement states that the completed project is intended to be a functional building that can be legally occupied and fully used for the intended functions as constructed. In order to accomplish this, plans and estimates for all parts of the building are required.

We have discussed the Crime Lab with you many times in the past and written memos concerning same. We agreed to a delayed completion of Crime Lab documents because of your claimed heavy work load. It was further agreed that the Crime Lab finishing could be done by State forces or a separate contract and the project could accommodate the delay without additional cost.

None of the previous correspondence or memos lead us to believe that the Crime Lab was not a part of the project. In fact, your request to delay the work indicated that it is a part of the original work which would be difficult to complete along with the other Phase III documents because of your man power situation. A delay request indicates postponement of work, not denial of work. There was never any indication from you that this was not a part of our original agreement. Your words and actions confirmed our opinion in the matter.

We expect you to complete the Crime Lab work as a part of the original agreement and in an expeditious manner. There has been procrastination on your part since completion of the other Phase III documents. It is

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Form 734-3122

now time to quickly complete this work as well as all other "loose ends" remaining in order that all design work may be completed before you get loaded down with construction phase work. We desire to bring the design work to an end.

Your prompt attention to these matters is requested.

Very truly yours,

J. B. Boyd
Right of Way Manager

RWE:jr
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Brooks Gunsul
Earl Bradfish
Tuck Wilson

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

June 11, 1981

Oregon Department of Transportation
Department of Transportation
Room 120, Right of Way Section
Salem, Oregon 97310

Attention: Mr. Bruce Boyd

Reference: Job 6027 Justice Center

Subject: Oregon State Police Crime Lab .

Gentlemen:

It is our considered opinion that currently requested tasks relative to Oregon State Police Crime Lab - definitive plan drawing and second detailed estimate - are beyond the scope of our original agreement for Architectural and Engineering services.

Our reasons are as follows:

1. Programming and schematic design efforts were completed by ZGF from the recent drawing from Oregon State Police from which we prepared our November, 1980 estimate.

2. Both ZGF and Turner Construction Cost Estimates from Schematic Design phase forward to November, 1980, carried no costs for Crime Lab finishes. We stated repeatedly that the only costs and the only work contemplated for inclusion in the Construction Contract were special mechanical and electrical provisions in the building to accommodate the Crime Lab. Until November, 1980 this was never disputed by the Owners.

RIGHT OF WAY ADMINISTRATION
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JUN 12 1981
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Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Brainard Joy Gabnett AIA
Daniel J. Huberty AIA Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI Larry S. Bruton AIA

3. In November, 1980 ZGF did extra work and incurred extra cost because the City determined that $109,000 worth of finishes for the space set aside for the Crime Lab must be included in an already tight budget. This in effect was a project change in that we revised the balance of the Police facility in a time-consuming effort involving replanning with Inspector Sullivan in order to delete $109,000 from what had already been designed. This effort occured at a point in the project when the planning effort was essentially complete.

4. In November, 1980, ZGF provided the Owners with a detailed estimate for the cost of completing the Crime Lab including Owner-furnished equipment and move-in costs based on a plan furnished by Oregon State Police. This estimate demonstrated that the intended Crime Lab is beyond the scope of the Owners' budget and therefore beyond the scope of the original project and our contract for services.

5. Our Contract states that services will be completed by phases. To address the schematic design of the Crime Lab as late as November, 1980 when the Construction Documents Phase was nearly complete, represents an inefficient use of manpower and must receive additional compensation.

In conclusion we believe that the Oregon State Police Crime Lab merits the status of a separate project and that separate and additional compensation for related Architectural and Engineering Services should be considered part of the cost of this separate project.

We will furnish Oregon Department of Transportation with an estimate for cost of further services upon request.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Architect

JC/ph

6/8/81

OREGON STATE POLICE CRIME LAB
NET SPACE PROGRAM BASED ON DRAWING RECEIVED NOV. 1980

1	DIRECTOR, STATE	195	NSF
1	DIRECTOR, PORTLAND	195	
1	SUPERVISOR	195	
1	RECEPTION/SECRETARY	740	
1	ADMINISTRATIVE ASSISTANT	174	
1	SUPPLY	120	
1	MICROSCOPE.	400	
1	CHEMICAL LAB	700	
1	INSTRUMENT ROOM	740	
1	SEROLOGY LAB	536	
1	PHYSICAL EVIDENCE LAB	600	
1	EVIDENCE DRYING ROOM	70	
1	EVIDENCE	410	
1	TEST FIRE/EXAMINATION	328	
1	LIBRARY/CONFERENCE	360	
1	LUNCHROOM	285	
1	MINI-CONFERENCE	190	
TOTAL		6238	NSF

NET SPACE TABULATION
April 15, 1980

FLOOR 11 - POLICE (CONT'D)

QUAN.	SPACE/FUNCTION	NSF-PROGRAM 1/22/80	NSF-DRAWING 4/8/80	NSF-DIFF. ± PROGRAM	REMARKS
	Oregon State Police Crime Lab				
1	Director	180			
1	Lieutenant	140			
1	Sergeant/Admin Secr.	200			
1	Clerks/File/Duplicating/Supply	400			
1	Reception	100			
1	Chemical Lab	1300			
1	Instrument Lab	720			
1	Serology Lab	400			
1	Physical Evidence Lab	1300			
1	Evidence Drying Rm	100			
1	Evidence Cool Room	80			
1	Evidence/Gun Storage	300			
1	Document Examination	150			
1	Lab Supplies	100			
1	Test Fire/Examination	200			
1	Work Shop	200			
1	Technical Library/ Conference	250			
1	Women's Lckr/ToiletRm	225			
1	Men's Lckr/Toilet Rm	225			
1	Lunch/Lounge	150			
1	Janitor Closet	80			
	SUBTOTAL	6800	6800*		
	FLOOR 11 TOTAL	14545	14664	+ 119	

*The drawing indicates a NSF allocation of 6800 SF for this entire dept. incl. circulation & division partitions

W 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 18, 1981

In Reply Refer to
File No.:

Jack Cornwall, Project Architect
Zimmer Gunsul Frasca Partnership
111 SW Oak St.
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
Crime Lab

Dear Jack:

My letter of January 21, 1981, Mr. Boyd's memo of December 30, 1980, and other correspondence address the making of floor plans and estimates for the State Police Crime Lab as part of our original architectural agreement. You indicated a need to delay this work due to a lack of manpower. We agreed to a delay because of the non-critical nature of the work.

We have taken bids on the Phase III Construction and apparently have an acceptable proposal. At this stage your work load on the project has diminished considerably and it appears that completion of the Crime Lab work is now in order.

Your early completion of this item will help clean up the loose ends remaining under our agreement.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Brooks Gunsul
Earl Bradfish
John McCarthy

RIGHT OF WAY ADMINISTRATION
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MAY 18 1981
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Form 734-3122

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L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312
Justice Center

Date: July 1, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We are returning two approved copies of Supplement No. 14 to the State/Architect Agreement approved under Project I-205-7(8)311 JAIL, to provide for construction services under Project I-205-7(76)312. This confirms our effective authorization date of April 13, 1981, for this work.

This addition to the construction work under I-205-7(76)312 adds $698,000 to the limitation of the original Architect's Agreement, and provides for an additional fixed fee of $75,827.

for Dale E. Wilken

Attachment
2 cys Supplement No. 14

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)
OSHD (D E Swan, Proj Mgmt)

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JUL 2'81
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FOR
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DAW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

July 1, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Heat Recovery System
Structural Modification
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Your letter of June 19, 1981, requests additional compensation for design of structural modifications to support the heat recovery system. We believe this work to be the Architect's responsibility without additional cost to the owners.

It was our understanding that the original building design included the heat recovery system. In order for the State to receive alternate Phase III bids, one with and one without a heat recovery system, a second design was required. This design was for a building without a heat recovery system. This is confirmed by the following wording from Supplement No. 9 which covers the second design:

> "In order for contractors to bid the alternates, an additional design of the building mechanical system without a heat recovery provision is required. The design of a mechanical system with a heat recovery provision is part of the original agreement."

It is obvious that the design of a system with heat recovery provision must include the structural support for the system.

This flaw in your contract documents is considered to be an "error or omission" under the terms of our original agreement and is the responsibility of the Architect to correct at no cost to the owners.

With this omission you have put the owners in the position of having to pay the contractor additional money to make the actual structural revision. In light of our tight construction budget, errors like this only complicate our financial position. We are disappointed with the unprofessional performance displayed in this matter.

Revised documents rectifying this omission must be produced quickly in order to prevent delay to the project. In case of contractor's claim for delay we will look to the Architect for restitution.

Very truly yours,

J. B. Boyd
Right of Way Manager

RWE:jh
cc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
Jack Sollis
Brooks Gunsul
Earl Bradfish
Tuck Wilson
John McCarthy

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1981

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Contract 9294
Phase III Construction
kpff/Hoffman Engineering
File 46993
FAP No. I-205-7(76)312

Attention: M. W. Bloomfield

NOTED
E. S. HUNTER

Dear John:

Your letter of June 19 indicates the intention of Hoffman Construction Company to hire kpff for design of some temporary framing and false work.

Our Chief Counsel is of the opinion that since kpff is part of the Architect's team, any work he does for the contractor would constitute a conflict of interest and be unsatisfactory to the State.

Please advise Hoffman Construction Company accordingly.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
TECHNICAL SERVICES
JUN 30 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ref | File

RWE:jh

cc: E. S. Hunter
J. L. Sollis

9294

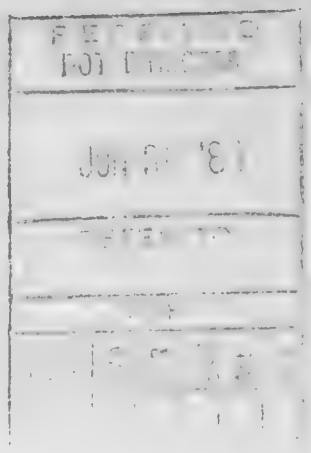
RO 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1981

In Reply Refer to
File No.:



TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 13
File 46993
FAP No. I-205-7(8)311 (JAIL)

The contract for construction of Phase III of the Justice Center has been awarded to Hoffman Construction Company (Contract 9294). The Contractor needs construction drawings in order to build the facility. These are drawings which incorporate all the plan changes included in addendum letters 1, 2 and 3 which were issued during the bidding period. The work of changing the bid plan tracings so they include the addendum changes has been done by the Architect under the terms of the original State/Architect Agreement. The plans must now be printed and provided to the Contractor as a working tool. This printing is the subject of the attached Supplement No. 13 to the State/Architect Agreement.

The addition of this work in an amount not to exceed $9,989 increases the limitation of architectural services under the original agreement, previous supplements, and this Supplement, to an amount not to exceed $2,665,203.

We request your concurrence of the verbal approval for this work as received from Mr. Pillsbury on June 16, 1981.

Please return two signed originals of the Supplemental Agreement for our files.

RWE:jh
attach.

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/attach.

H 7274

P 12

L.

Department of Transportation

VICTOR ATIYEH

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Simplified Floor Plan
Floor 3
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

This will confirm my verbal instructions, this date, that you proceed with the work of producing a simplified floor plan for floor 3 (Courts & Corrections) for the Justice Center. This is to be a reproducible similar to those you have furnished for other floors.

In accord with your letter of June 1, 1981, the total cost shall be your actual cost plus $40.00 fee. The total amount shall not exceed $460.00.

Please bill this work on a separate invoice in order that I may, in turn, back charge the County.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
STATE HWY ENGR
JUN 30'81
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

RWE:jh

cc: Tuck Wilson
H. S. Coulter
E. S. Hunter
V. E. Skoog

1244

ROW 12

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: June 23, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Presentation
Architects Fee Supplement
No. 14
Telephonic Commission meeting
June 23, 1981, 3:00 p.m.
Justice Center
File 46993
FAP No. I-205-7(8)311 (JAIL)

This contract with Zimmer Gunsul Frasca has been negotiated over the past two months. The Architect on May 5 wanted $925,245. We indicated that this amount was not justified.

One June 1 he again submitted a letter and proposed $887,018 after removing some of the items of cost.

I then entered into face to face negotiations on June 12 during which my contention was that considerable effort duplicating that of the Construction Manager was included and that certain other services could be pared.

On June 18 Tuck Wilson and I met with Brooks Gunsul and Jack Cornwall and they proposed a cost of $705,000±. After considerable discussion and the removal of the Net Fee on the direct costs a justifiable maximum cost plus a net fee was agreed upon; $698,000.

On June 19 working with Tuck Wilson and after disussions with Tom Walsh and Tuck receiving Mr. Earl Bradfish's approval minor revisions in language were made and approved by Mr. Brooks Gunsul.

The Federal Highway Administration was appraised of the total cost and approval of Mr. Bob Pillsbury received provided justification was submitted which has been prepared.

On June 22 the signature of the senior partner of Zimmer Gunsul Frasca, Mr. Norm Zimmer was obtained.

I am now requesting the approval of the Commission and for Mr. Scott Coulter to sign the Supplement No. 14 to the Original Agreement in the maximum amount of $698,000.

It will be immediately submitted to the Federal Highway Administration for their concurrence.

JBB:jr
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter

9294

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 22, 1981

RECEIVED
STATE HWY ENGR
JUN 24 '81
REFER TO
FOR
Info | Instr | R/D | D/R | Sign | Act | File

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 14
Construction Phase Services
Phase III
File 46993
FAP No. I-205-7(76)312 (JAIL)

The design of the Justice Center in Portland was accomplished through an Architectural Design Agreement between Zimmer Gunsul Frasca Partnership (Architect) and the State. This service was funded by Multnomah County, City of Portland and Federal-aid. The agreement did not include architectural services during the construction of the main structure. It did, however, provide that a separate agreement for such services must be written at a later date. This provision was included to allow writing the agreement at a time when the services required could be determined.

The Construction Phase Services have been determined and are the subject of the attached Supplement No. 14 to the original design agreement.

The addition of this work is an amount not to exceed $698,000 increases the limitation for architectural services under the original agreement, previous supplements and this Supplement to an amount not to exceed $3,363,203.

We request your concurrence of the verbal approval for this work as received from Mr. Robert Pillsbury on April 13, 1981 and June 18, 1981. Justification and a copy of the half slip are attached.

rm 81-731-0027 (9-77)

Please return two signed originals of the Supplemental Agreement for our files.

RWE:jh
attach.

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/attach.

92941

June 16, 1981

Hoffman Construction Company
900 S.W. Fifth Avenue
Portland, OR 97204

COM 5
#9294

Attention: Dave Myers
Purchasing Manager

Gentlemen:

This is in response to your letter of June 5, 1981, regarding your Job No. 8116 - Justice Center, Portland.

You state that in regard to the Utilization of (MBE) Contractors and Vendors, Valley Inland Pacific Contractors, Inc. has chosen not to participate in this project. They were listed sixth on Attachment A, which accompanied your letter of May 21, 1981.

You have requested that R P & I General Construction, 1438 N.W. 23rd, Portland, Oregon, be used instead with a subcontract amount of $1,591,960. The total MBE subcontracted amount will be changed from $3,085,250 to $3,177,210.

This letter approves your request for the change.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

bc: C. T. Keasey
Bob Ellison
Jack Sollis
Gary Inloes

HOFFMAN CONSTRUCTION COMPANY

June 5, 1981

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Justice Center
Phase 3
Portland, Oregon
Our Job No. 8116

Gentlemen:

Regarding the Utilization of (MBE) Contractors and Vendors, (Hoffman Construction Company's submittal of May 21, 1981), we have been advised that Valley Inland Pacific Contractors, Inc., listed for the masonry work has chosen not to participate in the project.

Hoffman Construction Company therefor requests your approval to change Contractor No. 6 listed on our Attachment A to read:

6.	R P & I General Construction 1438 N.W. 23rd Portland, Oregon 97210	$1,591,960.00 Furnish and Install Masonry Work Install Contractor Furnished Prison Door Frames

Please also revise the total dollars subcontracted to (MBE) Minority-Owned from $3,085,250.00 to read $3,177,210.00.

Thank you for your cooperation and help.

Very truly yours,

Dave Myers
Purchasing Manager

DOM:dfr

RECEIVED
JUN 12 1981
COMM... ...VICES
DEPARTMENT OF TRANSPORTATION

Contract 9294

#7274 C ROW 12 files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 12, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: File 46993
Justice Center
State/Architect Agreement
Supplemental No. 11
FAP No. I-205-7(8)311 (JAIL)

MISC. CONTRACTS and AGREEMENTS No. 5439

Dear Jack:

Enclosed for your records is an original fully signed copy of Supplemental Agreement No. 11 to the original State/Architect Design Agreement.

Very truly yours,

J. B. Boyd
Right of Way Manager

jh
enc.

cc: Bob Gormsen w/attach., original
H. S. Coulter w/attach.
E. S. Hunter w/attach.
Earl Bradfish w/attach.
Tuck Wilson w/attach.
John McCarthy w/attach.

7/13/81
not nec. to report
to OTC (per Sallis)
Ivar

#9294

L.

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: June 5, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's memorandum of June 4, 1981, requested our concurrence in the value of $264,375.00 as our portion of the 1 percent for Art Fund.

The memorandum goes through a rational analysis of contract bid prices for the three phases and prorates our share based on the best information we have. Inasmuch as the analysis is reasonable, and the figures appear correct, we will agree to the aforementioned figure as the Federal share.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (R W Ellison, R/W)

RECEIVED
STATE HWY ENGR
JUN 8 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

mig to 6/8

9294

JW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 3, 1981

In Reply Refer to
File No.:

Norma Gleason
Public Art Consultant
Metropolitain Art Commission
Corbett Builidng, Room 314
430 Southwest Morrison St.
Portland, OR 97240

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)
1% for Art

NOTED
E S. HUNTER

Dear Norma:

Attached are four copies of the State/MAC agreement covering expenditure of "1% for Art" funds for the Justice Center. Please have three copies signed by the appropriate Commission personnel and return them to me. I will obtain the required signatures by State officials and forward one copy to you for your files.

Your letter of May 27, 1981, documents selection of a "Northwest Indian Hawk" as part of the Justice Center art by the Justice Center's Pulbic Art Selection Committee. You may consider that you have prior approval to purchase said Hawk for the Justice Center at the time the attached agreement is signed by the Metropolitan Art Commission. Purchase should not be made until you are able to obtain possession.

Until the Hawk is mounted in the Justice Center, the Metropolitan Art Commission shall provide care, storage and insurance at no expense to the Justice Center project.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr
Attach.

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
V. E. Skoog w/attach.
D. E. Wilken w/attach.
Tuck Wilson w/attach.
Earl Bradfish w/attach.

RECEIVED
TECHNICAL SERVICE
JUN 5 '81
REFER TO
FO:
Info | Invest | R/D | L-R | Right | Act | File

Form 734-3122

9294

ROW 12

May 29, 1981

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
Architectural Design Agreement
Supplement No. 11
Additional Bid Plans
File 46993
FAP No. I-205-7(8)311 (JAIL)

Supplements No. 5 and 10 to the original State/Architect Design Agreement covered the printing of bid plans for the main structure (Phase III) of the Justice Center.

As time progresses, the large number of requests for plans by contractors and suppliers makes it apparent that the number of bid plans printed under Supplements 5 and 10 (400 sets) is insufficient. As of April 27 we had only four sets remaining. In order that we may fill anticipated requests, the Architect will furnish 50 additional sets under the enclosed Supplemental Agreement No. 11.

The addition of this work in an amount not to exceed $3,350 increases the limitation for architectural services under the original agreement, previous supplements, and this Supplement to an amount not to exceed $2,653,564.

We request your concurrence of the verbal approvals for this work as received from Mr. Robert Pillsbury on April 27, 1981.

Please return two signed originals of the Supplemental Agreement for our files.

NOTED
F. B. KLABOE

RWE:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd

RECEIVED
DOT DIRECTOR
JUN 1 '81
REFER TO

7294

2.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: May 28, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Bids have now been taken for the third and final phase of this project and it appears that you will soon be coming over for our concurrence in award.

For the first two phases we allowed the award to be made with the Federal-aid share based on an estimated percentage of the total cost. We now have an estimate for the entire building and we would like at this time to finalize the Federal-aid participation percentage.

We have had the understanding from the start of this project that the costs to the City, County, State, and FHWA would be distributed based on percentage of ownership of the building. To that end Mr. Ellison colored drawings showing each owner's space, and agreements were reached regarding disposition of common space, mechanical areas, etc. Tentative estimates have been made using the agreed-upon formula. Now it is time to determine final percentages that will be used, not only for the construction, but also for the architect, construction manager, changes, etc.

It is our expectation that you can develop in the near future a set of percentages for each owner. Inasmuch as this is a rather critical step in this process, we would also like you to furnish a detailed estimate for the building showing all the last minute agreements regarding equipment and furnishings, as well as some adjustments for the three amendments made to the original bid documents. We would like to have this material so we can review it before we concur in the award of the final contract.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
JUN 1'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc:
OSHD (J B Boyd, R/W)
OSHD (D E Swan, Proj Mgmt)

9294

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: May 28, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have completed our review of the draft of the Final Report dated April 9, 1981, prepared by the architect, Zimmer Gunsul Frasca, for the Justice Center. We find the report interesting. It serves to document many of the decisions that have been made by the owners and to describe many of the details of the building operation.

The report is satisfactory, but it must be understood that it is only a report and is not to be construed to constitute any changes in agreements regarding Federal participation in the project.

for Dale E. Wilken

cc:
OSHD (R W Ellison, R/W)

RECEIVED
STATE HWY ENGR
JUN 1'81
REFER TO
FOR
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W 12

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 18, 1981

In Reply Refer to File No.:

Jack Cornwall, Project Architect
Zimmer Gunsul Frasca Partnership
111 SW Oak St.
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
Crime Lab

NOTED
H.S.COULTER

Dear Jack:

My letter of January 21, 1981, Mr. Boyd's memo of December 30, 1980, and other correspondence address the making of floor plans and estimates for the State Police Crime Lab as part of our original architectural agreement. You indicated a need to delay this work due to a lack of manpower. We agreed to a delay because of the non-critical nature of the work.

We have taken bids on the Phase III Construction and apparently have an acceptable proposal. At this stage your work load on the project has diminished considerably and it appears that completion of the Crime Lab work is now in order.

Your early completion of this item will help clean up the loose ends remaining under our agreement.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Brooks Gunsul
Earl Bradfish
John McCarthy

RECEIVED
STATE HWY ENGR
MAY 19'81
REFER TO
FOR
Info | Invest | R/D | D/K | Sign | Act | File

Form 734-3122

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: May 5, 1981

FROM: J. B. Boyd
Right of Way Manager

RECEIVED
LEGAL

SUBJECT: Supplemental Agreement
No. 10
State/Architect Agreement
File 46993
FAP No. I-205-7(8)311 (JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 51

Attached is a fully executed copy of Supplemental Agreement No. 10 with the appropriate approval of the Federal Highway Administration.

JBB:jh
attach.

cc: Vern Skoog w/attach.
D. H. Moehring w/attach.

5/15 note to add

ROUTING SLIP—DEPT. OF TRANSPORTATION | Date:

Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	Radio
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	Metropolitan
FHWA	Project Management & Operations Planning	Region Number
General Files	Public Affairs	District Number
Industrial Engineers		Resident Engineer

ATTENTION: Jack Sallis

FROM: BOB GORMSEN

COMMENTS: does this need to be reported to OTC as being approved by Boyd?

Form 731-0022 (6-80) SP971282-734

Sol - if yes then no.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

May 15, 1981

Tuck Wilson
1600 Benjamin
Franklin Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Justice Center
Phase III Construction
Extra Stock and Spare
Parts
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Tuck:

Attached is a copy of my letter of May 1, regarding the spare parts in the Downtown Detention Center, and a copy of the reply by the Assistant Division Administrator of the Federal Highway Administration. They deny responsibility for any part of the spare parts question. As discussed with you earlier, we will provide under the Guaranteed Maximum Price, those parts which are normal in the trade to an office building. Those parts which are peculiar to this particular building will not be furnished under the Maximum Guaranteed Price.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh
attach.

cc: Tom Walsh w/attach.
F. B. Klaboe w/attach.
E. S. Hunter w/attach.
H. S. Coulter w/attach.
D. H. Moehring w/attach.
V. E. Skoog w/attach.

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
MAY 18 '81
REFER TO
FOR
Info | Pr | Inv | D/R | Sum | Act | File

Form 734-3122

Form FHWA 121 (1/80)

46993

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Jail
(Ref: J. B. Boyd's ltr 5-1-81)

Date: May 7, 1981

From: Division Administrator

Reply to Attn. of: HRW-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We are unable to approve Mr. Boyd's request to provide extra stock and spare parts as part of the functional replacement of Rocky Butte Jail. As previously stated by this office, we recognize the need for extra stock and spare parts, however, the future operation and maintenance of the replacement facility is not an obligation of the functional replacement program. Also, we would not consider the County's conveyance of existing spare parts or extra stock at Rocky Butte to the State as being part of the functional replacement.

Original Signed By
ROBERT B. HATHAWAY
Asst. Division Administrator

Dale E. Wilken

cc:
OSHD (J.B. Boyd) R/W

Bob please make claim file
cc-Jack Wilson

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY - 8 1981
DIR AM ADM RBR CA RS
PMS AS CE OS TA RUE
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ROW 12

May 1, 1981

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Justice Center
Phase III Construction
Extra Stock and Spare Parts
File 46993
FAP No. I-205-7(8)311 (JAIL)

As part of Phase III construction we have included "extra stock and spare parts" as a source for replacement or repair items which are subject to frequent maintenance. This extra stock needs to be close at hand and readily available when needed. It includes items which are not available on short notice, items which would compromise the security or operation of the building if not available locally, and items which would not color-match if obtained after the original order.

Such items are commonly included in building construction contracts and made available to the owners for necessary maintenance. These itemsare usually known as "attic stock".

The "attic stock" included in the Phase III Construction Documents are shown on the two attached lists: 1) "Proposed Extra Stock and Spare Parts", which identifies the items; and 2) "Extra Stock/Quantities and Prices", which shows the cost of the items.

Our Construction Manager indicates that items 5 through 10 are "attic stock" normally provided for all types of new buildings (see "Extra Stock/Quantities and Prices"). The remaining items constitute "attic stock" for the special use phase of our building--a detention center. These are items which have a known history of frequent replacement, have a long lead time for ordering, or are not available locally. In an ordinary office or apartment building the occupants can, and often do, put up with some minor inconvenience while waiting for a broken part for some piece of equipment to be replaced. In our detention center where a compromise to the security system may be involved, such delay is intolerable. A possible threat to public safety exists caused by the

escape of a dangerous criminal due to failure of the security system while waiting for a replacement part. The necessary extra stock and spare parts must be on hand to eliminate this possibility. All such materials at Rocky Butte will be acquired by the State and auctioned with receipts credited to the State and FHWA.

We believe it prudent that the "attic stock" shown under the heading "DDC" on the list of "Extra Stock/Quantities and Prices" be provided in order to reduce compromising building security or operation because of maintenance problems.

Your approval for items to be included as part of the functional replacement of the Rocky Butte Jail is requested.

RWE:jh

bc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Tuck Wilson

JUSTICE CENTER
JOB NO. 6027

APRIL 24, 1981

PROPOSED EXTRA STOCK & SPARE PARTS

	SECTION	TITLE	ITEM	QUANTITY
1.	05500	Metal Fabrications	Corner Guards (Detail 14/78)	0
2.	08210	Wood Doors	Typical Cell Door (Type P15.1)	2
3.	08710	Finish Hardware	Type 8 Type 19	12 6
4.	08800	Glazing NOTE: Exterior only. Interior relight or door glazing (security or otherwise) has not been included.	Type G1 Type G2 Type G3 Type G4 Type G8 Type G9	7 3 14 11 5 4
5.	09310	Ceramic Tile	All tile materials and trim shapes except glass mosaic ceiling	2% of total for each color or type (floor and wall)
6.	09510	Acoustical Ceilings	Ceiling Tile & Panels	1% of total for each type
7.	09650	Resilient Flooring	VAT	1 box (45 SF for each 75 boxes used of each color or type (3)
			PVC Sheet Vinyl	5 lin. yds. x std. width (4 yds.) for each color or type (3)
8.	09680	Carpeting	Typical Carpet	1% of total for each color (floor only)
9.	09900	Painting	Light to Medium Tone (10 colors estimated)	3 gal. of each color in one quart cans
10.	10520	Fire Extinguishers and Cabinets	Extinguishers and surface-mounted cabinets	15
11.	10800	Toilet and Bath Accessories	Mirror A4 Hook H2 Shelf J3	3 3 3

PROPOSED EXTRA STOCK & SPARE PARTS

SECTION	TITLE	ITEM	QUANTITY
12. 11192	Detention Equipment, Hardware	Manual Locks	5
		Electric Locks	5
		Power Door Mechanisms	2
		Misc. Hardware	5
13. 11198	Detention Electronics	Circuit Cards	5 of each type
		Cameras	2
		Micro-switch components	6 of each type
		Desk Microphones	2
		Judge Microphone	2
14. 15170	Meters and Gages	Thermometers, heating water	1
		Chilled Condenser Water	1
		Domestic Hot Water	2
		Pressure Gages	1 of ea. size/type
15. 15450	Plumbing Fixtures	Water Hammer Arrestor	1 of ea. size/type
		DF Drinking Fountain 1 valve	1
		LWC-1 Lavatory/Water Closet Combination	2 complete units with trim and valves
		LWC-2 Lav/Water Closet Combination	1 complete unit with trim and valves
		Mixing Valves	1 of ea. size/type
		Solenoid Valves	5 each
16. 15500	Fire Protection	Sprinkler Heads	5 of type installed in finished ceiling
			5 of type installed in sidewalls
			10 of deluge open
		Solenoid Valves	25 of type used on cell sprinklers
17. 15740	Terminal Units	Terminal Units	1 for ea. size used
		Operator Linkage	5 sets
18. 15900	Controls and Instrumentation	Room Thermostats	10 ea. of type/size
		Motor Operator Thermostats	10 of ea. size/type
19. 16160	Motor Starters, Disconnects and Overcurrent Devices	Fuses	3 of ea. size/type
		Circuit Breakers	10 of single pole, 20 amp for lighting convenience lamps, and circuit panel

PROPOSED EXTRA STOCK & SPARE PARTS

	SECTION	TITLE	ITEM	QUANTITY
20.	16500	Lighting Fixtures and Lamps	Type U, U1, U2, V	2 ea. complete
			Screwdrivers	10 for temper-proof screws
21.	16721	Fire Detection and Alarm System	Ionization Detectors	50
			Thermal Detectors	10 of ea. type
			Glass rods:	50
			Signals Speakers	2
			Control Relays	4
			Fuses	1 complete set for ea. panel supplied
			Solenoid Valve Control Switches	25 of each type
22.	16722	Fire Communication System	Fireman's portable phone	6
			Ceiling speakers	5
			Surface speakers	3
23.	16930	Low Voltage Relay Controls	Relays	50
			Transformers	10
			Rectifiers	10
			Low Voltage Switches and mounting brackets	50
			Switch Plates	100

JOB NO. 6027-01
JUSTICE CENTER

APRIL 24, 1981

EXTRA STOCK/QUANTITIES AND PRICES

	QUANTITY	POLICE	COUNTY	DDC	TOTAL EST.
1.	0	$ 0	$ 0	$ 0	$ 0
2.	2	0	0	250.00	250.00
3.	Type 8-12	1,860.00	0	0	1,860.00
	Type 19-6	480.00			480.00
4.	G1 (7)	3,450.00	0	679.00	4,129.00
	G2 (3)	1,380.00	0	1,035.00	2,415.00
	G3 (14)	1,215.00	0	0	1,215.00
	G4 (11)	0	0	1,480.00	1,480.00
	G8 (5)	0	0	3,500.00	3,500.00
	G9 (4)	0	0	2,592.00	2,592.00
	G12(10) Skylight glazing, barrel	0	135.00	990.00	1,125.00
5.	Wall tile 2%	108.00	22.00	410.00	540.00*
	Floor tile 2%	124.00	30.00	94.00	248.00*
6.	Mineral tile 1%				
	12 x 12	0	0	249.00	249.00*
	24 x 24	224.00	176.00	0	400.00*
7.	VAT 10 boxes	133.65	5.00	63.85	202.50*
	PVC 15 lin. yds. floor cover	30.00	150.00	789.00	969.00*
8.	Carpet 1%	830.00	308.00	362.00	1,500.00*
9.	Paint 6 gal. epoxy	0	0	144.00	144.00*
	6 gal. med. tone	33.00	8.00	58.00	99.00*
	18 gal. lt. tone	73.00	23.00	167.00	263.00*
10.	15 Fire ext. & cabinets	1,060.00	254.00	1,866.00	3,180.00*
11.	Toilet accessories				
	Mirror 3 - A4	0	0	250.00	250.00
	Hook 3 - H2	0	0	75.00	75.00
	Shelf 3 - J3	0	0	165.00	165.00

EXTRA STOCK/QUANTITIES & PRICES

	QUANTITY	POLICE	COUNTY	DDC	TOTAL EST.
12.	5 Manual locks	$ 0	$ 0	$ 600.00	$ 600.00
	5 Electric locks "	0	0	2,900.00	2,900.00
	2 Power door mechanisms	0	0	650.00	650.00
	5 Miscellaneous det. hardware	0	0	214.00	214.00
13.	50 Circuit cards	0	600.00	4,400.00	5,000.00
	Security - 2 tv cameras	0	0	3,000.00	3,000.00
	30 Micro switch components	0	108.00	792.00	900.00
	4 Mikes	0	400.00	0	400.00
14.	Misc. meters and gages	150.00	42.00	308.00	500.00
15.	Plumbing fixtures - Security	0	0	5,925.00	5,925.00
16.	Fire protection, sprinkler, etc.	300.00	384.00	2,816.00	3,500.00
17.	Terminal units HVAC	1,600.00	800.00	0	2,400.00
18.	Controls HVAC	1,740.00	488.00	3,572.00	5,800.00
19.	Starters & disconnects L.S.	4,050.00	1,134.00	8,316.00	13,500.00
20.	Light fixtures - Security	0	0	2,800.00	2,800.00
21.	Fire detect. & alarm (parts)	1,280.00	615.00	4,505.00	6,400.00
22.	Fire Communication (portable phone; ceiling & surface speakers)	330.00	92.00	678.00	1,100.00
23.	Relay Controls (Low voltage control system)	0	0	3,450.00	3,450.00
	Attic stock for special use building	$17,835.00	$ 4,798.00	$53,317.00	$75,950.00
	*Attic stock normal to ordinary building	2,616.00	976.00	4,203.00	7,795.00
	TOTAL	$20,451.00	$ 5,774.00	$60,145.00	$86,370.00

*Turner says these items normally provided as "attic stock" (spare items) for new buildings - amounts as follows:

Police = $2,616.00
County = $ 976.00
DDC = $4,203.00

9214

ROw 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

May 14, 1981

In Reply Refer to
File No.:

Norma Gleason
Metropolitan Arts Commission
Corbett Building, Room 314
430 Southwest Morrison Street
Portland, OR 97240

RE: Justice Center
1% for Art
Semi-finalist and
finalist costs
File 46993
FAP No. I-205-7(8)311 (JAIL)

Dear Norma:

This will confirm my telephone authorization of May 13, 1981, to expend "1% for Art" funds for travel costs and design fees for semi-finalists and finalists in the procedure of selecting artists for Justice Center Art. These costs shall not exceed $30,310 as outlined in your letter of May 4, 1981.

I understand that the Metropolitan Art Commission will have a staff member to handle "1% for Art" projects after June 30, 1981, and that administration and monitoring of contracts for these projects will be done at no cost to the project. This means that the "1% for Art" funds remaining on the Justice Center project will be spent for art in place in the Justice Center.

We must quickly conclude a simple agreement which covers the handling of funds between the State and Metropolitan Art Commission. I will be in touch with you on this shortly.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
V. E. Skoog
Earl Bradfish
Tuck Wilson
D. E. Wilken

RECEIVED
STATE HIGHWAY ENGR
MAY 14 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9214

L.

S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

NOTED
H. S. COULTER

May 13, 1981
IN REPLY REFER TO
HPD.3-OR
I-205-7(76)312
Justice Ctr, Ph 3

Mr. Warren Hovey
Regional Sales Manager
Engine Generator Division
ILI Corporation
13215 SE. 50th Street
Bellevue, WA 98005

Dear Mr. Hovey:

This is in response to your recent inquiries regarding the wording of the specifications for the Multnomah County Justice Center standby generator.

We have reviewed this matter with the architect who wrote the specifications and the construction manager who must enforce these specifications. It is their opinion that the specifications which you question are reasonable. We find no reason to object to this opinion.

I am sorry that we cannot be of more assistance to you in this matter.

Sincerely yours,

Original Signed By
DALE E. WILKEN
Division Administrator

Dale E. Wilken
Division Administrator

cc:
ODSHD (R W Ellison, R/W)

RECEIVED
STATE HWY ENGR
MAY 15'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 1 1981
M | AM | ADM | CA | RS
PMS | AS | CE | OS | TA | NUC

Copy to: Scott Coulter
John McCarthy
Jack Cornwell

9294

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 Cable: ZGFOREGON

NOTED
H.S. COULTER

TRANSMITTAL NOTICE

Turner Construction Co.
1221 S.W. First Avenue
Portland, Oregon 97204

ATTN: John Mc Carthy

DATE: 5-11-81

PROJECT NO. Justice Center Phase III 6033-01

PROJECT: Justice Center Phase III

TRANSMITTED HEREWITH:

NO. OF COPIES	DATED	TITLE
1	5-11-81	P.A.E. Letter Re: Rejections of Engine Generator Systems Substitution Request.

RECEIVED
MAY 11 1981
TURNER CONST., PORTLAND

REMARKS:

For your information.

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 1? 1981

M	AM	ADM	RBR	CA	RS
PMS	AS	CE	OS	TA	RUE
0	1	2	3	4	F

CC: Jack Cornwall w/Enclosure
Dennis Destefano w/Enclosure

IF ENCLOSURES RECEIVED ARE NOT AS LISTED ABOVE, KINDLY NOTIFY AT ONCE.

MASTER FILE

ROUTING
ELG/CV

BY Ernest L. Grigsby
ERNEST L. GRIGSBY, Architect

terson Associated Engineers, Inc.

320 S.W. 5th Avenue

Portland, Oregon 97204 503/226-2921

224 - 3860
JACK ROHNWA

pae

May 11, 1981

ZIMMER/GUNSUL/FRASCA PARTNERSHIP
111 S.W. Oak
Portland, Oregon 97204

REFERENCE: Justice Center Project, Phase 3
Engine Generator Set Approvals

Gentlemen:

We understand that Engine Generator Systems, a division of ILI Corp., questions their exclusion from bidding on the engine generator set for the subject facility.

The specification was written to insure the utmost in reliability due to the type of occupancies within the building. We feel that reliability of this order can best be assured by specifying sets with local representation and authorized service facilities.

Engine Generator Systems does not have the service facilities specified, but in the case of the Multnomah County Maintenance Facility, which they mention, stated their intention to use Pacific Power Diesel Co., a distributor for Detroit Diesel, not Cummins Engine, which they proposed using.

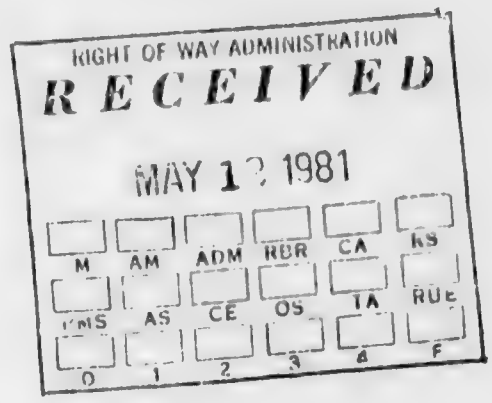
Pacific Diesel Power also states in their letter to Engine Generator Systems that, "We will not perform any warranty or service work until your firm has been advised of the problem". This is the area of delay we have encountered in the past, when accepting equipment from suppliers without their own local authorized service facilities. Too much time is lost in securing approval to proceed with repairs, a delay that we feel cannot be tolerated on this project.

Our experience with out-of-town suppliers has been generally bad from this standpoint, even though their product may be acceptable.

Sincerely yours,

Harold J. Peterson

HJP/tn
0925C/tn



Harold J. Peterson, M.E. Sidney D. Nielsen, E.E. Carl L. Urben, M.E. Richard W. Burgess, E.E.

9294

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION.
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: April 30, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HPD.3-OR

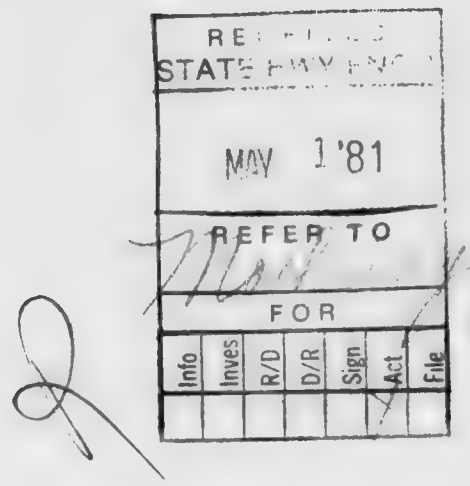
To: Mr. H. S. Coulter, State Highway Engineer, ODOT

As requested in Mr. Swan's letter of April 17, 1981, this will confirm the advance approval date of April 3, 1981 to proceed with the additional work under Supplement No. 10 to the original State/Architect Design Agreement. I approve Supplement No. 10 at a total estimated cost of $10,461 which includes a net fee of $951. Two approved copies of Supplemental Agreement No. 10 are returned herewith.

G. K. Hosmer
for Dale E. Wilken

Attachment

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)
OSHD (D E Swan, Proj Mgmt)



Hosmer orig
Skoog cc
Boyd cc

9294

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION.
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

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G. K. Hansen
for Dale E. Wilken

Attachment

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENG
MAY 1'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Hansen orig
Skoog cc
Boyd cc

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

YELLOW FILE COPY

IN REPLY REFER TO
FILE NO.:

April 7, 1981

Ronald L. Anderson
Assistant Manager Operations
Associated General Contractors
9450 S.W. Commerce Circle
Wilsonville, OR 97070

Dear Mr. Anderson:

Your April 3 letter requested that the Minority Business Enterprise Provisions for the Columbia River-S.E. Powell project be revised. You suggested the revisions be the same as those contained in the provisions for the Justice Center. This change affects the contract award selection procedure and as you stated is under review by the U. S. Department of Transportation. Approval has been received to use this type of procedure on future contracts.

To incorporate this change into the subject project at this time would require the bid opening to be delayed one week. Nearly 60 holders of bidding plans would have to be contacted by phone. Past experience indicates this would take about two days. Over 200 revision letters would have to be sent to all plan holders, including MBE's.

Goals on this project are only one percent for minority-owned and one percent for women-owned firms. Both goals are extremely conservative for the Portland area. Statewide goals have been set at five percent and one percent respectively. Records to date show that goal achievements are about 4.5 and 1 percent on a statewide basis. These figures are exceeded in the Portland Metropolitan area where most of the MBE firms are located.

For the reasons stated herein, we feel that it would not be in the best interest for all concerned to delay bid opening on this project. However, it is our plan to incorporate the MBE changes made in the Justice Center proposal on all future projects with MBE goals.

Sincerely,

H. S. Coulter
State Highway Engineer

JS:ab 1b
bc F. B. Klaboe
E. S. Hunter
C. T. Keasey

Form 734-3123

CHAPTER OFFICE
9450 S. W. Commerce Circle
Wilsonville, Oregon 97070
Phone: 503/682-3363
Kenneth W. Twedt, *Manager*

DISTRICT OFFICE
1185 Fairfield
Eugene, Oregon 97402
Phone: 503/689-2261

OFFICERS
William A. Bugge, *President*
Jim Wright, *Vice President*
Robert C. Wilson, *2nd Vice President*
Jim Juhr, *Secretary-Treasurer*

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Al Jensen
Paul Johnson
Vern Johnson
Jim Juhr
Graeme Leggatt
Ed McFarland
Richard Mann
Joe Modjeski
Jon Morris
Ray Nelson
Jack O'Brien
Robert Phelps
Roy Powell
Richard T. Robertson
Charles R. Schrader
Bill Solberg
Dave Thompson
Harry Thompson
Gordon Todd
Russ Todd
Paul Triem
Joel Turner
Frank Ward
Robert C. Wilson
Jim Wright

NATIONAL DIRECTORS
Lloyd Babler, Sr.
John C. Compton
Paul Emerick
Carl Halvorson
George H. Lord
Daryl K. Mason
William T. Peckham
W. Ray Rogers
Ray Schrader

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1981
SKILL RESPONSIBILITY INTEGRITY
OREGON COLUMBIA
CHAPTER

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO
Hunter
FOR
Info | Inves | R/D | D-2 | Sign | Act | File
✓

NOTED
H. S. COULTER

April 3, 1981

Scott Coulter
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Re: (1) Phase 3, Justice Center
(2) Columbia River Bt. - SE Powell Blvd Section, East Portland Freeway.

Dear Scott,

We note with pleasure the revised contract award selection procedure in Section 6 A, B and C of the MBE Supplemental Required Contract Provisions of the specifications for the Justice Center project.

We urge you to affirmatively consider issuing an addenda to the specifications for the I-205 project listed above to incorporate the same revised language.

The language in the Justice Center specifications obviously gives recognition to the importance of the proposal for comment by the U. S. Dept. of Transportation in the Federal Register on March 12.

In that proposal, D.O.T. states its intention to revise 49 CFR Part 23.45(h) and to eliminate subsection 23.45(i) of the regulation. Thus, the onerous "conclusive presumption" of lack of MBE solicitation effort for non-goal achieving low bidders is eliminated.

D.O.T.'s rationale for the proposal is explained in a quote published in BNA's Construction Report on March 18, 1981; "After reviewing the rule and the controversy and litigation surrounding it, the department has concluded that the rule should be changed."

There is no question in our minds but that the regulation will be changed without penalty to grantees who act to incorporate the provisions of the change prior to final publication.

You apparently concur, as evidenced by the new language in the Justice Center specifications.

Again, we urge you make the same change in the East Portland Freeway project scheduled for bid April 9.

Again, we urge you make the same change in the East Portland Freeway project scheduled for bid April 9.

Sincerely yours,

Ronald L. Anderson

Ronald L. Anderson
Assistant Manager Operations

ms

cc: Bill Bugge
George Morton
Gale Schwiesow
Gareld Inloes
John Boyer
Paul Emerick
Lloyd Babler, Jr.

9294 4-3-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(8)311
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: I-447
2A. COUNTY NAME: Multnomah
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/3/81
8. FEDERAL ROUTE NUMBER: Interstate 205
9. STATE ROUTE NUMBER: Primary 64
10. GENERAL LOCATION: NE Glisan - NE Siskiyou
11. GENERAL DESCRIPTION OF WORK:
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 3/31/81 I approve the revised TEC of $2,540,000 for the State/Architect Agreement dated 1/28/80 to cover additional actual costs only. There is no increase in fixed fee authorized.

(Increase TEC $180,000 with no additional obligation of funds)

RECEIVED
STATE HWY ENGR
APR 7 '81
REFER TO
Moehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/3/81	J K Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9294

ROW 12

March 31, 1981

TO: Bob Hathaway, Acting Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Opertation Programming Engineer

SUBJECT: Justice Center
Architectural Design
Additional Cost
File 46993
FAP No. I-205-7(8)311 (JAIL)

RECEIVED
DOT DIRECTOR
MAR 31 '81
REFER TO

Your letter of February 5, 1980, approved the original State/ Architect Agreement (dated January 28, 1980) for a maximum expenditure of $2,360,000. The agreement provides for payment of actual costs of design to the architect plus a fixed fee amount.

It now appears that the Architect's charges will exceed the maximum you previously approved. The additional costs are reasonable, as explained below, and we believe are eligible for reimbursement. We do not propose to increase the amount of the fixed fee.

The reasons for increased cost above the amount you approved are:

1. It was originally anticipated that we would receive bids for the final phase of construction in December 1980. The actual date of receiving bids will be April 30, 1981, or four months later than orignally anticipated (This is 30% longer than esitmated). This delay is due to owner activity and involved decisions on building configuration, need for additional owner breakdowns of estimates and extensive revisions of estimates, owners' delay in providing decisions to the Architect, design of exterior wall stopped while owners made decision on same, owner budget problems, design changes requested by owners, etc.

2. The cost estimate upon which you based your approval indicated a project construction cost of $40 million. This cost is now estimated at $48 million (This is a 20% increase in cost).

NOTED

The estimate also assumed a 12-story building requiring a total of 350 plan sheets. The actual building will be the equivalent of 20 stories plus 2 basements requiring a total of 360 plan sheets.

We estimate that the additional costs to be occasioned by the Arichitect will be $180,000 (This is approximately 7% more than the original approved agreement). We, therefore, request your approval for an increased cost limit to a maximum of $2,540,000 for the original agreement. The fixed fee will remain as originally specified. This matter has been discussed with Bob Pillsbury.

RWE:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd

9244

ROW 12

March 31, 1981

TO: Bob Hathaway, Acting Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
Phase III Estimate
Permits and Fees
File 40993
FAP No. I-205-7(8)311

Your letter of March 26, 1981, to Mr. Coulter requested additional information for the item, "permits and fees" shown in the engineer's estimate. These are the standard fees such as building permit, sewer connection water connection, etc. charged by the City on all building projects. The attached letter from Earl Bradfish, Director of General Services, City of Portland explains the matter in detail.

In addition there are minor items such as the rental fee for space to locate the construction managers job office within a City parking garage.

I hope this provides the information you require.

RWE:jr

cc: H. S. Coulter w/attach.

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STATE HWY ENGR
APR 1'81
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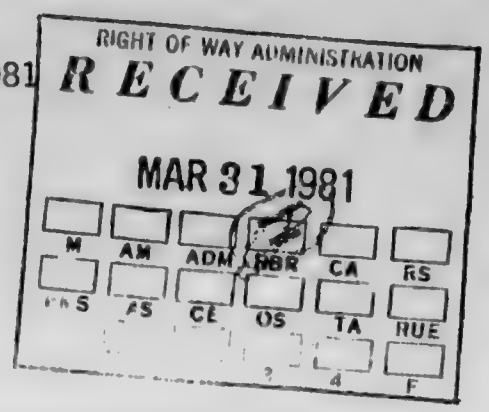
FOR
Info | Invest | R/D | D/R | Sign | Act | File

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

March 27, 1981



Mr. R. W. Ellison
State of Oregon
Highway Division
Transportation Building
Salem, Oregon 97310

SUBJECT: City Permits for City-County Justice Center

Dear Bob:

This is in response to our conversation on Friday, March 27th concerning City policy on charges for City permits. Several years ago, the City adopted a financial management system which tracks the resources and expenditures for all work undertaken by the City. Such action was part of a Council policy to establish and maintain sound business practices in the administration of City government. At the same time, the City also adopted the policy of charging all City agencies the appropriate fees related to services and permits for work undertaken by the City agency so that the true cost of such work could be fully identified. As a matter of policy, the City also charges all other governmental units for utilities and regulatory services provided by the City. This includes the major sewer facility equalization charge; water connection fee; storm water development charge; street lighting, signalization and sidewalk engineering fees; building, electrical, plumbing, and mechanical permits and plan check fees; and fire marshal's fee. As an example, the City will pay approximately $400,000 to various City agencies for fees and services related to the construction of the new City office building being constructed at S.W. 5th and Madison Avenue.

Please let me know if you have further questions in this regard.

Sincerely,

Earl Bradfish
Director

EB:en

9091/ Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(76)312
Justice Center

Date: March 26, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

In our review of the estimates for this and the County Shop projects, we find an item for "permits and fees". On Phase III of the Justice Center, this has gotten to be a significant item of cost.

I would like an explanation from you as to exactly what is covered by "permits and fees". I would like to know to whom the fees are paid and for what reason. I also would like to know the basis for establishing the fees.

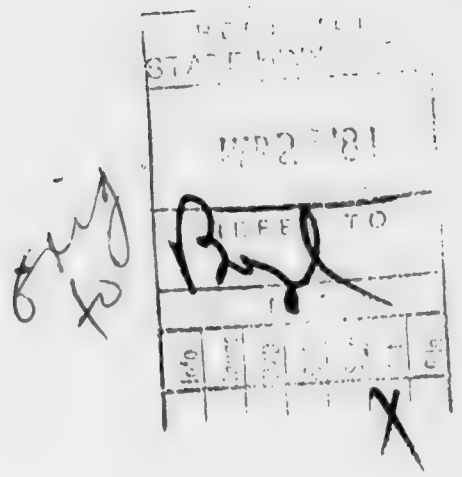
If these fees are regularly and routinely required by the interested public agencies, I would like a statement to that effect, especially from Multnomah County and the City of Portland.

With the requested information we should then be able to ascertain whether these fees are correctly a reimbursable item under Functional Replacement.

Robert B. Hathaway

Robert B. Hathaway

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)



9274

Par 6
DP

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
PER 9

DATE: March 16, 1981

TO: Bob Ellison
Project Manager

FROM: Rinnie Houser RH
Affirmative Action Officer

SUBJECT: Justice Center Accessibility Status

To be considered "in compliance", all buildings constructed by the Department must meet at least two sets of architectural standards:

- state and local building codes, and
- handicap accessibility codes as adopted by US DOT in its implementing regulations to section 504 of the Rehabilitation Act of 1973.

In addition for all buildings constructed in whole or in part through a federal grant, a third test must be met - the standards of the architectural and Transportation Barriers Compliance Board (A & TBCB) under the authority of the Architectural Barriers Act. Where the three standards differ, the most favorable to the disabled applies.

To respond to concerns generated by the Metropolitan Human Relations Commission, I researched the following questions in order:

Q. Is the FHWA formula grant a federal grant for the purposes of the Architectural Barriers Act?

A. No, per Jack Sollis (see Attachment A).

Q. What state handicap code is relevant to the Justice Center?

A. The 1976 State Building Code, according to your letter from Michael Hagerty, Portland Bureau of Buildings.

Q. What federal handicap standards are applicable?

A. Per Jerry Rempel (see Attachment B) the appropriate accessibility code under US DOT regulations is the American National Standards Institute (ANSI) accessibility standards (A 117.1.1961 (R 1971)).

Q. Have these standards been met by the design?

A. Not according to the February 18 report you received from Walter J. Hart, Bridge Engineer.

Q. Did other potential "504 problems" exist?

A. Yes, Section 504 regulates building use in addition to building design. It is perfectly possible to design a building to meet all of the architectural standards that still violates standards for use. For example, there is no architectural standard for an athletic ticket sales window, but if a disabled person cannot purchase tickets from it due to size or height, the use of the window in that manner is illegal. In this example, the use restriction (called a "program violation") has an architectural impact.

When contacted by Tuck Wilson, I re-briefed him on my activities thus far and requested that he set up two meetings:

- a meeting between myself and the county employee responsible for 504 compliance
- a meeting for all concerned parties to determine if program concerns existed that would affect the design.

On February 17, at 11:30 a.m., I met with Leon Johnson, Multnomah County Affirmative Action Officer. He provided me with copies of all the documents regulating county use under 504. We agreed:

- to jointly attend the second meeting,
- to provide a consistent response to all the concerns voiced, and
- to try to resolve all of the concerns as amicably as possible.

He further expressed his belief that the proposed use of the Justice Center would constitute a 504 violation.

Because his office is in the same building, Leon and I were able to meet with Tuck Wilson at 2 p.m. the same day. We reported our agreement and gave him a proposed agenda. He countered with his belief that,

- the county didn't need to coddle the complainers
- the county would win any court case charging a program violation
- the county/city ("users") had no interest in changing the proposed use.

He also stated that he would run the meeting without an agenda. Leon and I both registered our concern that an amicable solution should be sought in preference to a court case.

On February 19, 1981 at 2 p.m., I met with Tuck Wilson, Jack Chapman, Leon, a representative from Gladys McCoy's office, three members of the Metropolitan Human Relations Commission (MHRC), and Elise Anfield. Contrary to my information from Tuck Wilson, Ms. Anfield and not Leon Johnson is the county 504 specialist.

Tuck presented an agenda (Attachment C) and began his history of the Justice Center. After 10 minutes, I requested the floor to deliver an informative

sketch which I had previously prepared in the following abbreviated form:

My name: Rinnie Houser - 504 Designee for Oregon Department of Transportation (ODOT)

Here for three purposes:

1) Listen to your concerns about the construction plans for new Criminal Justice Center in order to
2) Take those concerns directly to our Administrator, Fred Klaboe.
3) Update you with respect to the current status of the project at ODOT.

First: When we became aware as an agency that you had concerns with the design, it seemed easiest to "eliminate the middle man" and have you deal directly with the architect. However, it's become clear now that the design problems involve more than a few "glitches in the counters" and that we need to listen to you directly.

Second: It's obvious that some of the questions involve program considerations that the architect can't really speak to.

Therefore, we took action:

1) Called this meeting
2) Put our best designer to checking the implementing regulations plan against ANSI specified in US DOT implementing regulations and 1976 Chapter 31 (applicable to building permit date). I have preliminary report and hope to have final.

So now, I'd like to hear your comments.

During the ensuing discussion, I framed the following questions for the record.

Q. Will the MHRC feel that all of their strictly architectural concerns are taken care of if the Department sees that the Justice Center plans are revised in accordance with ANSI and State Building Code standards?

A. Yes

Q. Does the MHRC have additional program concerns with architectural impact?

A. Yes, two - the courtrooms and the detention facilities (See Attachment D for a full explanation of these concerns.)

Q. (To Tuck) Is it the wish of the users that the Department have the Justice Center plans revised to bring them in conformance with the 1961 ANSI standards and the 1976 State Building Code.

A. Yes

Q. Is it the wish of the users that the program concerns which impact architecture be taken care of by the Department?

A. No

After the meeting adjourned, I showed Jack Chapman and Tuck Wilson a written copy of the third question and answer to confirm their agreement.

It is my opinion that this meeting leaves the Department on very shaky ground, as I reported to you in our phone conversation of February 20, for the following reasons:

- All the meeting participants except Tuck Wilson and Jack Chapman agree that the Justice Center use as proposed constitutes two blatant 504 violations.
- Violations can result in:
  - stop work orders
  - delay of funds
  - revocation of other FHWA funds
  - costly court battles
  - suit by the user for our failure to provide a replacement facility in accordance with all applicable laws, rules, and regulations.
- The MHRC went on record in our meeting as pursuing all available legal remedies. In the last two weeks private sources have reported to me that they are filing charges with the A & TBCB.

After much discussion with other 504 specialists, I would strongly recommend that the following two actions be taken:

1. Urge the users to make every attempt to come to an amicable solution with the MHRC concerning the two program questions. This would not be difficult. One of the two problems can be totally eliminated by the writing of a simple one page policy statement.

2. Ask Jack Sollis to draw up a statement for signature by the user representative directing the Department to continue with the Justice

Center as currently planned. This would at least limit our liability for remodeling costs should the court rule in favor of the MHRC. This option has been discussed with Jack Sollis so that he is familiar with the situation and prepared to draw up the necessary document.

Please continue to copy me on any additional letters concerning this matter.

RH:jbk

cc: Bob Whipps

Attachment A

STATE OF ORE ON

INT ROFFICE MEMO

NOTED
KAY TURNER
2/17/81
K

TO: Kay Turner, Manager
Affirmative Action Section

DATE: February 13, 1981

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Handicapped Requirements Justice Center Building

I have reviewed the provisions of Public Law 90-480 and it is my opinion that the language contained in sub-paragraph (3) of the first section of the act does not apply to the construction of the Justice Center. The act applies to building that are "to be finance in whole or in part by grant or loan made by the United State".

In reviewing the catalog of Federal domestic assistance I find a definition of two types of grants in the publication and they are as follows: "Formula Grant - Allocations of money to states or their sub-division in accordance with distribution formula prescribed by law or administrative regulation, for activities of a continuing nature not confine to a specific project."

"Project Grants - The Funding, for fixed or known period, are specific projects or for the delivery of specifics services or products without liability for damages or failure to perform. Project grants include fellowships, scholarship, research grants, training grants, traineeship, experimental and demonstration grants, evaluation grants, planning grants, technical assistance grants, survey grants, construction grants, and unsolicited contractual agreement".

It is my opinion that in reading the two types of grant define in this publication that the project grant is the one that is refer to in public law 90-480. As the Justice Center is not being constructed with a project grant but it is being constructed with Federal Aid Interstate Funds which are given to the state as a formula grant then the requirements for handicapped facilities under Public Law 90-480 do not apply to the Justice Center.

In addition I contacted Mr. Jim Sather who is the Assistant Regional Counsel for the Federal Highway Administration and he advised me that the Federal Highway Administration has adopted rules and regulations relating to handicapped facilities constructed with Federal Aid Highway Fund.

Received 2/17?

It is his opinion that these rules and regulation are controlling in a construction of the Justice Center and that no other rule and regulations applied. He indicated that he had research the matter and was prepared to defend his position in court. I considered him an extremely capable attorney and if that is his opinion I am willing to go along with it.

JLS/cm

Attachment B

STATE OF OREGON

INTEROFFICE MEMO

TO: Rinnie Houser
Affirmative Action Office
Department of Transportation

DATE: 2-13-81

FROM: Jerry Rempel, Section 504 Coordinator
Department of Human Resources

SUBJECT: Architectural Barrier Standards

The current applicable standards for accessibility in the Section 504 regulations remains the ANSI standards A117.1 (1961) Rev. 1971. The 1980 revised standards have not been officially adopted by any agency. In Oregon we have adopted the Oregon UBC Chapter 31 as an equivalent (or exceeds) standard to ANSI as allowed in the regulations.

df

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PERSONNEL SERVICES BRANCH

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Attachment C

MULTNOMAH COUNTY OREGON

DEPARTMENT OF JUSTICE SERVICES
ROOM 809, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3701

DONALD E CLARK
COUNTY EXECUTIVE

AGENDA

Handicap Advisory Committee

February 19, 1981

1. Review of Correspondence
2. Project History
3. Project Organization
4. Project 504 Objectives
5. Role of State and County
6. Process for Resolving Concerns

TW/vcg

AN EQUAL OPPORTUNITY EMPLOYER

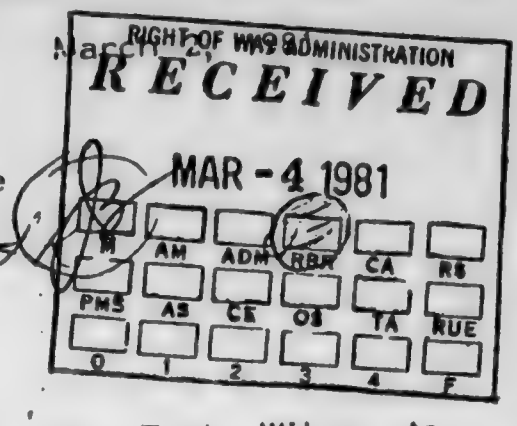
Attachment D

Metropolitan Human Relations Commission

ADVISORY COMMITTEE ON THE DISABLED

Multnomah County • City of Portland

March 2, 1981



TO: Donald E. Clark, County Executive

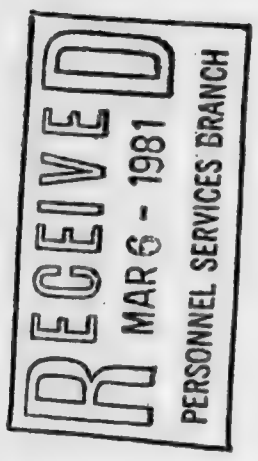
FROM: Linda Roberts, Executive Director

SUBJECT: Justice Service Building

On February 19, a meeting was held with Mr. Tuck Wilson to discuss the identified problems of handicap accessibility related to the Justice Service Building.

At the conclusion of the meeting, the problems remain unresolved. According to Mr. Wilson, Multnomah County is willing to risk liability rather than modify current plans.

Because current plans would violate State Civil Rights Statute, U. S. Department of Justice 504 regulations, and other Federal Department 504 Federal Agency's Departmental 504 regulations, we feel that it is imperative to point out to you two serious problem areas which need to be addressed immediately.



1. Justice Service Center Courtrooms: It is imperative that courtrooms be accessible to disabled people. As required by the Department of Justice 504 regulations, Appendix B, C-3, ..."wheelchair users may participate in court trials as judges, jurors, plaintiffs, defendants, witnesses or be present as spectators. Full accessibility is required for such participants. ...There is no requirement that all courtrooms be made fully accessible, although it would appear that areas of all courtrooms set aside for the general public should be readily accessible to wheelchair users."

   This requirement is not being followed. Not one of the courtrooms will be totally accessible, although the Advisory Committee on the Disabled offered to provide design specifications and information regarding accessible courtroom facilities that have been constructed throughout the country.

2. Detention and Correction Agencies and Facilities: It appears that although no written policy has been developed, the policy for detaining handicap inmates will be to house them in segregated areas even though 504 regulations

cpy to: Tuck Wilson
Bob Connell
Kinnie Hansen

Corbett Building, Room 312
430 S.W. Morrison Street
Portland, Oregon 97204 • 248-4187

prohibit segregating prisoners, employees, and the general public the law enforcement agency is forced to serve. Department of Justice rules state that..."the existence of a handicap alone should not, however, be the basis for segregation of such inmates in institutions or any part thereof..."

Although we have recommended that at least one cell per detention floor be accessible, which is consistent with Department of Justice 504 which states, "...only a sufficient number of detention cells need be accessible to wheelchair users as can be reasonably expected to be detained based on the agency's prior experience.", Mr. Wilson stated that plans to construct segregated facilities for the handicap will not be modified.

The only alternative to an integrated setting for handicap inmates is to have an exclusionary policy (Appendix B, C-2) which prohibits the detention or incarceration of wheelchair users.

It should be pointed out that in addition to the inaccessibility of these two programs (regulations define courtrooms and detention as programs), employment opportunities for disabled people are adversely affected when physical accessibility is not a feature of a facility which they could otherwise be employed in. Further, because this is a new facility, it makes good economic sense to construct the building and plan accessible programs and facilities at this point to avoid expensive retrofitting at a later date. Perhaps more important than the legal issues is the fact that a great deal of attention is being given to the accessibility of this facility by the disabled community and advocacy groups as they closely scrutinize this project.

I hope that we have been of assistance in identifying the seriousness of these situations. Ms. Anfield and the Advisory Committee will continue to be available if further assistance is needed.

LR:eap
cc: Leon Johnson
Clyde Doctor
Jan Eisenbeisz
Judy Hadley
Robert Ellison ✔

Attach.

9211

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Vern Skoog
Highway Controller

DATE: February 27, 1981

FROM: R. W. Ellison
Project Manager R.W. Ellison

NOTED
E. S. HUNTER

SUBJECT: Justice Center
File 46993
FAP#I-205-7(8)311
Sewer Connection Charge

I return herewith the check ($134,400) which you issued on February 19, 1981, to cover sewer connection charges for the Justice Center.

The City of Portland claims the $134,400 they previously quoted is incorrect because it is based on old rates. This is an error on the City's part.

Use of the correct rates (see attached letter and statement) results in a charge of $140,800.

Please issue a new check in that amount and I will try again.

RWE:jr

cc: E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
E. J. Valach
Jack Cornwall w/att.
John McCarthy w/att.

RECEIVED
TECHNICAL SERVICES
MAR 2'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1981

In Reply Refer to File No.:

City of Portland
Dept. of Public Works
621 SW Alder
Portland, OR 97205

RE: Justice Center
File 46993
FAP #I-205-7(8)311
Major Facilities
Equalization Charge

NOTED
E. S. HUNTER

Gentlemen:

Per your statement of February 17, 1981, please find attached a check in the amount of $134,400 to cover the "major facilities equalization charge" for the City/County Corrections Building.

Very truly yours,

R. W. Ellison

R. W. Ellison
Project Manager

RWE:jr

cc: Vern Skoog
E. J. Valach
Tuck Wilson
Earl Bradfish
E. S. Hunter
J. B. Boyd
Jack Cornwall
John McCarthy

RECEIVED
TECHNICAL SERVICES
FEB 23 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

I 12

STATE OF OREGON

INTEROFFICE MEMO

TO: V. E. Skoog
Highway Controller

DATE: February 19, 1981

FROM: R. W. Ellison
Project Manager

R.W. Ellison

NOTED
E. S. HUNTER

SUBJECT: Justice Center
File 46993
FAP#I-205-7(8)311
Sewer Connection Charges

The attached letter from the City of Portland, Department of Public Works quotes a charge of $134,400.00 for connection of the Justice Center building to the cities sewer system. The amount is now due and payable.

Please issue a check to City of Portland, Department of Public Works in the above amount and send it to my office. I will, in turn, deliver it to the proper city office.

This cost should be charged to prefix 626-2566-402-02.

RWE:jr

cc: E. J. Valach
Tuck Wilson
Earl Bradfish
J. B. Boyd
E. S. Hunter
Jack Cornwall w/att.
John McCarthy w/att.

RECEIVED
TECHNICAL SERVICES
FEB 19 '81
REFER TO
FOR
Info | Invest | R/W | D/R | Signature | Ret | File

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 25, 1981

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Phase III
Completion Time
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

It now appears that President Reagan's plan for economic recovery will have a delaying effect on the completion of our I-205 highway. This eliminates the need for the short Phase III construction schedule for the Justice Center.

The Phase III specifications should be revised to indicate only one construction schedule as follows:

NOTED
E. S. HUNTER

1. Receive bids April 23 (same as previous).

2. Anticipate contract to be awarded within two weeks of bid receipt.

3. Site available to contractor June 30 or earlier. Phase II contractor will be completed and moved off before site made available to Phase III contractor.

4. Contract time to begin when site made available.

5. Complete detention center at 26 months to allow familiarization by County staff.

6. Move in inmates at 28 months.

7. Complete all work at 30 months.

Two alternates are required, one with a heat recovery system for the building, and one without. Contractors should be required to bid both alternates.

Please get together with John McCarthy and make the required changes to the specifications.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh

cc: Tom Walsh
E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
E. J. Valach
John McCarthy
John Day

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TECHNICAL SERVICES
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7374

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16466

DATE: February 18, 1981

TO: Mr. Robert Ellison
Right of Way Section

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Architectural Barriers
Justice Center
Bridge 16466
Multnomah County

Attached is a copy of a survey form for the removal of architectural barriers to the handicapped. This form has been used to check compliance of the Justice Center to the extent that the available contract documents would allow. The 1961 ANSI Standard A117.1 and the Uniform Building Code 1976 edition are the basis for this form. The more restrictive of the two codes should control the design. Many of the items described in these codes have been modified by ANSI-1980 and U.B.C.1979. Efforts should be made to comply to these requirements when practicable.

In general the building is accessible to the handicapped at each of its main entrances: at Second Ave. giving access to the Central Precinct and at Third Ave. giving access to the Downtown Detention Center via two ramps. An elevator is required to reach the courtrooms located on the third floor and all other floors. No parking spaces have been designated for the handicapped. Accessible rest rooms are located on the 2nd floor DDC and 11 to 15 floors for police. Several restroom layouts could be made accessible by changing door swings, revising toilet compartments et cetera. One cell on each floor could be designated for the handicapped and at least one shower room should be accessible.

The design should be reviewed to remove barriers that would prevent the employment of handicapped people unnecessarily. Stair details should be reviewed to see if stairs with sloped closed risers would not be a better solution, and to eliminate all open stairways.

JAJ:smd

cc Kay Turner

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SP*75663-12

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
SURVEY FORM

Justice Center Multnomah Co. - City of Portland.

N = Non-compliance
C = Compliance Code req's. ANSI A117.1-1961, Reafirmed 1971 and the UBC 1976 Edition

	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	Assumption - MEASUREMENT/
1		C	SITE DEVELOPMENT Grading	4. 4.1	Grading shall be level with entrance	-		Curb ramps a
			WALKS	4.2				
2		C	Walk width	4.2.1	48 inch min.	3106(c)	48 inch min.	
3		C	Walk gradient	4.2.1	5% max. (1 in 20)		1 in 10 vertical max.	
4		C	Walk surface	4.2.2	Continuing common non-slip surface		Continuing common hard surface	Grating Details
5		C	Walk obstructions	4.2.2	No steps or abrupt changes in level		No steps or abrupt changes in level	Accessible route
6		C	Walk intersections	4.2.3	Should blend to a common level	-		
7		C	Walk platform	4.2.4	Top level platform, 5 feet deep x 5 feet wide if door swings out. Extend 1 foot beyond each side of doorway.	-		
8		C	Walk platform	4.2.5	Top level platform, 3 feet deep x 5 feet wide if door swings in. Extend 1 foot beyond each side of doorway.	-		

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
SURVEY FORM

Justice Center Multnomah Co. - City of Portland.

ce
Code req's. ANSI A117.1-1961, Reafirmed 1971 and the UBC 1976 Edition

Assumption - The more restrictive shall apply

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
PMENT	4.					
	4.1	Grading shall be level with entrance	-		Curb ramps at ea. corner ok.	
	4.2					
	4.2.1	48 inch min.	3106(c)	48 inch min.		
nt	4.2.1	5% max. (1 in 20)		1 in 10 vertical max.		
e	4.2.2	Continuing common non-slip surface		Continuing common hard surface	Grating Details	
ctions	4.2.2	No steps or abrupt changes in level		No steps or abrupt changes in level	Accessible route w/ramp ok.	
ctions	4.2.3	Should blend to a common level	-			
m	4.2.4	Top level platform, 5 feet deep x 5 feet wide if door swings out. Extend 1 foot beyond each side of doorway.	-			
m	4.2.5	Top level platform, 3 feet deep x 5 feet wide if door swings in. Extend 1 foot beyond each side of doorway.	-			

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
SURVEY FORM

N = Non-compliance
C = Compliance

	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT
			PARKING LOTS	4.3				
9	N		Parking spaces	4.3.1	Accessible to facility and identified for use by the handicapped	3106(b)	Accessible to facility and identified for use by the handicapped	LL2 - None indicated
10	N		Parking space access	4.3.2	Space open on one side allowing room for embarking.	3106(b)	Space open on one side allowing room for embarking	
11		C	Parking space surface	4.3.2	Level surface suitable for wheeling and walking.	3106(b)	Level paved surface suitable for wheeling and walking	
12	N		Parking space width	4.3.3	12 feet wide space width for interior space	3106(b)	12 feet wide space width open on one side	
13	N		Parking space access	4.3.4	Wheeling and walking behind parked cars should be avoided	-		
14	N		Parking spaces required	-		3106(b)	One space plus one space for each 50 spaces or fraction thereof.	
15	N		Parking space signage	-		3106(b)	Shall be identified with the international symbol of accessibility	

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
SURVEY FORM

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
	4.3 4.3.1	Accessible to facility and identified for use by the handicapped	3106(b)	Accessible to facility and identified for use by the handicapped	LL2 - None indicated	
ess	4.3.2	Space open on one side allowing room for embarking.	3106(b)	Space open on one side allowing room for embarking		
face	4.3.2	Level surface suitable for wheeling and walking.	3106(b)	Level paved surface suitable for wheeling and walking		
th	4.3.3	12 feet wide space width for interior space	3106(b)	12 feet wide space width open on one side		
ess	4.3.4	Wheeling and walking behind parked cars should be avoided	-			
quired	-		3106(b)	One space plus one space for each 50 spaces or fraction thereof.		
nage	-		3106(b)	Shall be identified with the international symbol of accessibility		

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
SURVEY FORM

N = Non-compliance
C = Compliance

	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COM
			BUILDINGS	5				
16		C	Ramps with Gradients	5.1	Provide when necessary or desired	33-A	Required ramps listed	
17		C	Ramp Gradient	5.1.1	1 foot rise in 12 foot run max. or 8.33 percent, or 4 degrees 50 minutes maximum.	3306(c)	1 foot rise in ten foot run max. Other ramps max. 1 in 8 slope	W(S.W 3rd) Sl.
18		C	Ramp Width	-		3306(b) 3305(b)	Same width as stairways Over 50 occupants, 44 inches req'd. Under 50 occupants, 36 inches req'd.	W (SW. 3rd) 60" W Lobby ramp
19	N		Ramp Handrails	5.1.2	Required on one side, preferably on two sides. No intermediate handrails req'd.	3306(e)	When ramps exceed 1 in 15 two handrails are req'd. No intermediate handrails req'd.	2 Handrails req
20	N		Ramp Handrail Height	5.1.2	32 inches from ramp surface Two sets of handrails are recommended if handrail height other than 32 inches is req'd.	3305(j)	30 to 34" above ramp surface	(E/14) 32" ht. shown
21	N		Ramp Handrail Extension	5.1.2	Handrails shall extend 1 foot beyond top and bottom of ramp. The extension shall not in itself be a hazard.	3305(j)	At least one handrail shall extend 6 inches beyond top and bottom. Return ends or terminate to post	Extensions not
22		NA	Ramp Handrail projection	-		3305(b)	Handrails may project 3 1/2 inches from each side into req'd width	

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
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	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
	5					
ents	5.1	Provide when necessary or desired	33-A	Required ramps listed		
	5.1.1	1 foot rise in 12 foot run max. or 8.33 percent, or 4 degrees 50 minutes maximum.	3306(c)	1 foot rise in ten foot run max. Other ramps max. 1 in 8 slope	W(S.W 3rd) Sl. < 1:12 OK	5/44 6/44
	-		3306(b)	Same width as stairways	W (SW. 3rd) 60" wide OK	
			3305(b)	Over 50 occupants, 44 inches req'd. Under 50 occupants, 36 inches req'd.	W Lobby ramp 60" wide OK	
	5.1.2	Required on one side, preferably on two sides. No intermediate handrails req'd.	3306(e)	When ramps exceed 1 in 15 two handrails are req'd. No intermediate handrails req'd.	2 Handrails reqd.	
ight	5.1.2	32 inches from ramp surface Two sets of handrails are recommended if handrail height other than 32 inches is req'd.	3305(j)	30 to 34" above ramp surface	(6/44) 36" ht. shown.	
tension	5.1.2	Handrails shall extend 1 foot beyond top and bottom of ramp. The extension shall not in itself be a hazard.	3305(j)	At least one handrail shall extend 6 inches beyond top and bottom. Return ends or terminate to post	Extensions not adequate	
ojection	-		3305(b)	Handrails may project 3 1/2 inches from each side into req'd width		

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COM
			BUILDINGS (Cont'd)					
23		C	Ramp Handrail Surface	5.1.2	Handrails shall be smooth	-		
24			Ramp Handrail Req's	5.1.2	Handrails shall also meet the req's of the American Standard Safety Code A12-1932	-		w(SW 3rd) Ter W Lobby ramp Ter
25	N N		Ramp Surface	5.1.3	Non-slip surface	3306(g)	Roughened or non-slip material	
[illegible]		C	Ramp Top Platform	5.1.4	3 feet deep x 5 feet wide-level-if door swings in.	3306(d) 3108(e)	5 feet level, 42 inch min. with door open and 3 1/2 inch width reduction Required when ramp exceeds (1:15)	W Lobby ramp ok
				5.1.5	5 feet deep x 5 feet wide-level-if door swings out Extend 1 foot beyond each side of doorway	-		
27		C	Ramp Bottom Platform	5.1.6	6 feet of straight level surface	3306(d) 3108(e)	6 feet of straight level surface (1:15)	W(SW 3RD) W Lobby ramp 7'
28		C	Ramp Intermediate Platform	5.1.7	Level platforms at 30 foot intervals and at turns	3306(d) 31-A	5 feet level ev. 10 feet (1:8 to 1:10), ev. 20 feet (1:10 to 1:12), ev. 30 feet (1:12 to 1:15) ev. 5 feet of rise (1:15 or greater)	none reqd.

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
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	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
d) rface	5.1.2	Handrails shall be smooth	-			
q's	5.1.2	Handrails shall also meet the req's of the American Standard Safety Code A12-1932	-		W(SW 3rd) Terrazzo Granite? W Lobby ramp Terrazzo?	
	5.1.3	Non-slip surface	3306(g)	Roughened or non-slip material		
m	5.1.4	3 feet deep x 5 feet wide-level-if door swings in.	3306(d) 3108(e)	5 feet level, 42 inch min. with door open and 3 1/2 inch width reduction Required when ramp exceeds (1:15)	W Lobby ramp OK.	
	5.1.5	5 feet deep x 5 feet wide-level-if door swings out Extend 1 foot beyond each side of doorway	-			
tform	5.1.6	6 feet of straight level surface	3306(d) 3108(e)	6 feet of straight level surface (1:15)	W(SW 3RD) W Lobby ramp 7' OK	
te	5.1.7	Level platforms at 30 foot intervals and at turns	3306(d) 31-A	5 feet level ev. 10 feet (1:8 to 1:10), ev. 20 feet (1:10 to 1:12), ev. 30 feet (1:12 to 1:15) ev. 5 feet of rise (1:15 or greater)	None reqd.	

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/CO
			ENTRANCES	5.2				
29		C	Entrance Access	5.2.1	At least one primary entrance shall be usable by the handicapped	3108(a)	At least one access shall be usable by the handicapped	W. side 3rd Ave by E. side 2nd Ave 9
30			Entrance Signage			3106(a) 3108(d)	Shall be identified with the International symbol of accessibility	
31	N	##	Entrance Egress	5.2.1	It is preferable that all or most entrances (exits) should be usable by the handicapped	3108(a) 33-A	At least one exit shall be usable by the handicapped. Two req'd. per Table 33-A. Elevators are not a required exit.	SSC. 31,33 UBC Provide emergency ramp or develop Per TTTI 3007. Req. appeal this
32	?	C	Elevator Access	5.2.2	At least one entrance shall be usable by the handicapped and on a level with the elevators.	3106(d)	Public elevators shall be accessible. Controls in compliance with National Standards for the Blind-raised letters.	controls
			DOORS AND DOORWAYS	5.3				
		C	Door Clearance	5.3.1	Clear opening of no less than 32 inches	1711(b)	Clear width of not less than 30 inches	
34			Door Protection	5.3.1	16 inch kick plate recommended	3108(b)2	18 inch kick plate shall be provided	
35			Doorway	5.3.2	Floor level 5 feet in direction of door swing on.	3108(c)	Landing length 5 feet in direction of door swing.	
				5.3.2	Extend 1 foot beyond each side	3108(c)	Extend 1 foot beyond strike side	

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
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	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
	5.2					
	5.2.1	At least one primary entrance shall be usable by the handicapped	3108(a)	At least one access shall be usable by the handicapped	W. side 3rd Ave by ramp E. side 2nd Ave ground level.	3/31
			3106(a) 3108(d)	Shall be identified with the International symbol of accessibility		
	5.2.1	It is preferable that all or most entrances (exits) should be usable by the handicapped	3108(a) 33-A	At least one exit shall be usable by the handicapped. Two req'd. per Table 33-A. Elevators are not a required exit.	Sec. 31,33 UBC 1976 edition. Provide emergency egress by ramp or develop refuge areas per FPPI 3007. (Not reqd 79UBC) Rec. appeal this requirement.	
	5.2.2	At least one entrance shall be usable by the handicapped and on a level with the elevators.	3106(d)	Public elevators shall be accessible. Controls in compliance with National Standards for the Blind-raised letters.	controls	
S	5.3					
	5.3.1	Clear opening of no less than 32 inches	1711(b)	Clear width of not less than 30 inches		
	5.3.1	16 inch kick plate recommended	3108(b)2	18 inch kick plate shall be provided		
	5.3.2	Floor level 5 feet in direction of door swing on.	3108(c)	Landing length 5 feet in direction of door swing.		
	5.3.2	Extend 1 foot beyond each side	3108(c)	Extend 1 foot beyond strike side		

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COM
			DOORS AND DOORWAYS (Cont'd)					
36		C	Doorway Threshold	5.3.3	Thresholds near flush with floor	3108(c)	Landing max. 1/2 inch lower than threshold	
37			Door Closers	5.3.3	Time delay closers recommended	3108(b)2	Self-closing door-max. 8 lbs. pressure	
			Door - Automatic	5.3.3	Automatic doors are recommended	3108(b)2	Self-opening devices are preferrable	
39			Doors - Exit Signage	-		3108(d)	Shall be identified with the International symbol of accessibility	
			STAIRS	5.4	Shall conform to American Standard A9.1-1953			Pan stairs, ca open Stair design
40	N	C	Stair Step Nosing	5.4.1	Shall not have square nosing	3108(h)	Shall not have square nosing	
41		C	Stair Handrail Height	5.4.2	32 inches from tread at riser Two sets of handrails are recommended if necessary	3305(j)	30 to 34 inches above tread nosing	(57) 32" ok.
42		C	Stair Handrail Projection	-		3305(b)	Handrails may project 3 1/2 inches from each side into req'd width.	

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
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	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
t'd)						
	5.3.3	Thresholds near flush with floor	3108(c)	Landing max. 1/2 inch lower than threshold		
	5.3.3	Time delay closers recommended	3108(b)2	Self-closing door-max. 8 lbs. pressure		
	5.3.3	Automatic doors are recommended	3108(b)2	Self-opening devices are preferrable		
e	-		3108(d)	Shall be identified with the International symbol of accessibility		
	5.4	Shall conform to American Standard A9.1-1953				
	5.4.1	Shall not have square nosing	3108(h)	Shall not have square nosing	Pan stairs, cast stairs ok. open tread design ≅ sq. nosing.	
ht	5.4.2	32 inches from tread at riser Two sets of handrails are recommended if necessary	3305(j)	30 to 34 inches above tread nosing	(57) 32" ok.	
ection -			3305(b)	Handrails may project 3 1/2 inches from each side into req'd width.		

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COM
			STAIRS (Cont'd)					
43		N	Stair Handrail Extensior	5.4.3	Handrails shall extend 1 foot 6 inches beyond top and bottom steps. The extension shall not be a hazard.	3305(j)	At least one handrail shall extend 6 inches beyond top and bottom riser. Return ends or terminate to post	Extensions not Ends returned
44		N	Stair Risers	5.4.4	Steps wherever possible should not have risers that exceed 7 inches.	3305(c)	Shall not exceed 7 1/2 inches.	(58) Details sho to riser
						3108 Fig 2	Shows sloped riser. Implies open riser designs are not acceptable	(58) Open riser frequently used will cause acc
			FLOORS	5.5				
45			Floor Surface	5.5.1	Surface shall be non-slip.	-		
46			Floor Level	5.5.2	Floors shall be common level or connected by a ramp	-		
						(1711(b)	Every toilet room shall comply means	(67), (68) OK
	N	C	TOILET ROOMS	5.6	Appropriate number of toilet rooms accessible to handicapped.	PPP14016	1 toilet room on each floor for each sex	LL2 (No HC. Toilet Central Pet. Han
47		C	Toilet Room Access	-		1711(b)1	A clear space 44 inches on each side of toilet room door is required.	(67), (68) OK
48		C	Toilet Room Space	5.6.1	5 feet x 5 feet turning space req'd. 60 inches required for two wheel chairs to pass	1711(b)2	60 inch circle turning space req'd.	(67) (68) OK
						1711(b)3	A clear space 44 inches wide req'd. in front of toilet compartments	
					Fixed turning radius of 31.5 inches shall be provided.	3107(c)	Min. turning radius of 42 inches shall be provided.	

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
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	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
Extensior	5.4.3	Handrails shall extend 1 foot 6 inches beyond top and bottom steps. The extension shall not be a hazard.	3305(j)	At least one handrail shall extend 6 inches beyond top and bottom riser. Return ends or terminate to post	Extensions not adequate. (58) Ends returned	
	5.4.4	Steps wherever possible should not have risers that exceed 7 inches.	3305(c)	Shall not exceed 7 1/2 inches.	(58) Details show no slope to riser	
			3108 Fig 2	Shows sloped riser. Implies open riser designs are not acceptable	(58) Open riser design on frequently used stairways will cause accidents - suits	
	5.5 5.5.1	Surface shall be non-slip.	-			
	5.5.2	Floors shall be common level or connected by a ramp	-			
	5.6	Appropriate number of toilet rooms accessible to handicapped.	1711(b) PPP14016	Every toilet room shall comply means 1 toilet room on each floor for each sex	(67), (68) OK LL2 (No Hc. Toilet Rm) LL1, Jury Central Pct. Handicap cell.	
ess	-		1711(b)1	A clear space 44 inches on each side of toilet room door is required.	(67), (68) OK	
ce	5.6.1	5 feet x 5 feet turning space req'd. 60 inches required for two wheel chairs to pass	1711(b)2	60 inch circle turning space req'd.	(67) (68) OK	
			1711(b)3	A clear space 44 inches wide req'd. in front of toilet compartments		
		Fixed turning radius of 31.5 inches shall be provided.	3107(c)	Min. turning radius of 42 inches shall be provided.		

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COM
			TOILET ROOMS (Cont'd)					
49		C	Toilet Stall Width	5.6.2	Shall be 36 inches wide	1711(b)3	Shall be 42 inches clear.	
50		C	Toilet Stall Depth	5.6.2	Shall be at least 56 inches deep	1711(b)3	48" clear in front of toilet.	
51	N		Toilet Stall Door	5.6.2	Shall be 32 inches wide and shall swing out.	1711(b)3 3107(d)1	30 inches clear (end) 34 inches clear (side) Self-closing and shall swing out.	34" clear side
52		C	Toilet Stall Handrails	5.6.2	Each side, parallel to floor, 33 inches high, 1 1/2 inches outside diameter, 1 1/2 inches clearance-rail to wall.	3107(d)3 1711(b)4	Each side or side and back parallel to floor 32 to 34 inches high, 1 1/4 to 1 1/2 inches clearance-bar to surface. Side bars 42 inches long, positioned 24 inches in front of toilet. Back bars 30 inches long.	
53			Toilet Height	5.6.2	Seat shall be 20 inches to floor.	3107(d)2	Seat shall be 18 to 19 inches to floor.	
54			Toilet Controls	-		3107(d)4	Foot operated controls not acceptable.	
55			Lavatory	5.6.3	Shall have a narrow apron or mounted higher so that a wheelchair can clear.	3107(f)1 1711(c)1	Except for projections a clear space 26 inches wide, 27 inches high and 12 inches in depth req'd under one.	

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
t'd) th	5.6.2	Shall be 36 inches wide	1711(b)3	Shall be 42 inches clear.		
th	5.6.2	Shall be at least 56 inches deep	1711(b)3	48" clear in front of toilet.		
r	5.6.2	Shall be 32 inches wide and shall swing out.	1711(b)3	30 inches clear (end) 34 inches clear (side)	34" clear side entry req'd. (28)	
			3107(d)1	Self-closing and shall swing out.		
drails	5.6.2	Each side, parallel to floor, 33 inches high, 1 1/2 inches outside diameter, 1 1/2 inches clearance-rail to wall.	3107(d)3 1711(b)4	Each side or side and back parallel to floor 32 to 34 inches high, 1 1/4 to 1 1/2 inches clearance-bar to surface. Side bars 42 inches long, positioned 24 inches in front of toilet. Back bars 30 inches long.		
	5.6.2	Seat shall be 20 inches to floor.	3107(d)2	Seat shall be 18 to 19 inches to floor.		
-			3107(d)4	Foot operated controls not acceptable.		
	5.6.3	Shall have a narrow apron or mounted higher so that a wheelchair can clear.	3107(f)1 1711(c)1	Except for projections a clear space 26 inches wide, 27 inches high and 12 inches in depth req'd under one.		

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COM
56			TOILET ROOMS (Cont'd) Lavatory Controls	-		3107(f)1	Self-closing controls without time delay and foot-operated controls are not acceptable.	
57			Lavatory Pipes	5.6.3	Hot water and drain pipes shall be insulated.	3107(f)1	Hot water pipes shall be protected.	
5			Mirrors and Shelves	5.6.4	Some mounted above lavatories as low as possible-40 inch max. top of shelf or bottom of mirror.	1711(c)2	Where mirrors are provided at least one installed with bottom of mirror within 40 inches to floor.	
59			Urinals	5.6.5	Wall mounted-lip 19 inches to floor Floor mounted-floor level.	3107(f)2	Shall have 1 urinal - lip 16 inches to floor.	
60			Accessories	5.6.6	Appropriate number of each 40-inch max. to floor.	1711(c)3	Where towel and disposal fixtures are provided - at least one 40 inches to floor.	

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
t'd)	-		3107(f)1	Self-closing controls without time delay and foot-operated controls are not acceptable.		
	5.6.3	Hot water and drain pipes shall be insulated.	3107(f)1	Hot water pipes shall be protected.		
es	5.6.4	Some mounted above lavatories as low as possible-40 inch max. top of shelf or bottom of mirror.	1711(c)2	Where mirrors are provided at least one installed with bottom of mirror within 40 inches to floor.		
	5.6.5	Wall mounted-lip 19 inches to floor Floor mounted-floor level.	3107(f)2	Shall have 1 urinal - lip 16 inches to floor.		
	5.6.6	Appropriate number of each 40-inch max. to floor.	1711(c)3	Where towel and disposal fixtures are provided - at least one 40 inches to floor.		

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMM
			WATER FOUNTAIN	5.7	Appropriate number accessible to handicapped.	1712	Where fountains are provided, at least one.	
61			Controls	5.7.1	Shall have up front controls.	1712	Shall have up front controls.	
62			Spouts	5.7.1	Shall have up front spouts with the basin within 36 inches of the floor	1712	Shall have up-front spouts within 33 inches of the floor.	
63			Operation	5.7.2	Shall be hand-operated or hand and foot operated.	1712	Shall be up front hand-operated controls.	
64			Type	5.7.2	Recessed type not recommended.	-		
65		C	Alcove	5.7.2	Alcove shall be wider than a wheel-chair width of 25 inches.	1712	Alcove shall be not less than 32 inches in width.	66" ± width ok. 36"
			PUBLIC TELEPHONES	5.8	Appropriate number accessible to handicapped.	1713	Where telephones are provided - 1 30-inch wide access - 12 inches to phone	
			Controls	5.8.1	Dial and handset mounted 48 inch. max. to floor.		Dial, handset and coin receiver within 54 inches to floor.	
						3106(f)	Obstructions must be above 30 inches to floor.	
67			Audible	5.8.2	Appropriate number equipped for those with hearing disabilities.	-		

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
	5.7	Appropriate number accessible to handicapped.	1712	Where fountains are provided, at least one.		
	5.7.1	Shall have up front controls.	1712	Shall have up front controls.		
	5.7.1	Shall have up front spouts with the basin within 36 inches of the floor	1712	Shall have up-front spouts within 33 inches of the floor.		
	5.7.2	Shall be hand-operated or hand and foot operated.	1712	Shall be up front hand-operated controls.		
	5.7.2	Recessed type not recommended.	-			
	5.7.2	Alcove shall be wider than a wheel-chair width of 25 inches.	1712	Alcove shall be not less than 32 inches in width.	66"± width ok. (38) 36" (67)	
	5.8	Appropriate number accessible to handicapped.	1713	Where telephones are provided - 1 30-inch wide access - 12 inches to phone		
	5.8.1	Dial and handset mounted 48 inch. max. to floor.		Dial, handset and coin receiver within 54 inches to floor.		
			3106(f)	Obstructions must be above 30 inches to floor.		
	5.8.2	Appropriate number equipped for those with hearing disabilities.	-			

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMM
		C	ELEVATORS	5.9	Shall be provided in multiple-story buildings	-		
68		C	Access	5.9.1	To all levels normally used by the general public.	3106(d)	Public elevators shall be accessible.	
69		C	Size	5.9.2	5 feet x 5 feet turning space req'd.			
70		C	Door	5.9.2	Clear opening of no less than 32".			
71			Controls			3106(d)	Marked-Nat. Std. for the Blind.	
72			CONTROLS-LIGHTS-ALARMS	5.10	Switches and controls etc. mounted 48 inch max. to floor.	3106(f)	Switches and controls etc. mounted 24 to 48 inches from floor-40 inches prefer.	

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
	5.9	Shall be provided in multiple-story buildings	-			
	5.9.1	To all levels normally used by the general public.	3106(d)	Public elevators shall be accessible.		
	5.9.2	5 feet x 5 feet turning space req'd.				
	5.9.2	Clear opening of no less than 32".				
			3106(d)	Marked-Nat. Std. for the Blind.		
ALARMS	5.10	Switches and controls etc. mounted 48 inch max. to floor.	3106(f)	Switches and controls etc. mounted 24 to 48 inches from floor-40 inches prefer.		

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/CO
			IDENTIFICATION	5.11	Specific facilities identified		Room doors open to public corridors.	
73			Signage	5.11.1	Raised letters or numbers shall be used for identification	3108(b)1	Raised letters or numbers shall be used for identification.	
74			Location	5.11.2	To right or left of door preferably 60 inch max. to floor.		Strike side of door 54 inches to 60 inches to floor.	
75			Danger	5.11.3	Door handle or knob to dangerous areas shall be knurled.	3108(b)1	Door handle or knob to dangerous areas shall be knurled.	
76			Doors-Exit, Exitways	-		3106(a) 3108(d)	Shall be identified with the International symbol of accessibility.	
77			WARNING SIGNALS	5.12	Audible and visual signals shall be provided to mark dangerous areas.	-		

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
	5.11	Specific facilities identified		Room doors open to public corridors.		
	5.11.1	Raised letters or numbers shall be used for identification	3108(b)1	Raised letters or numbers shall be used for identification.		
	5.11.2	To right or left of door preferably 60 inch max. to floor.		Strike side of door 54 inches to 60 inches to floor.		
	5.11.3	Door handle or knob to dangerous areas shall be knurled.	3108(b)1	Door handle or knob to dangerous areas shall be knurled.		
tways	-		3106(a) 3108(d)	Shall be identified with the International symbol of accessibility.		
S	5.12	Audible and visual signals shall be provided to mark dangerous areas.	-			

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	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMM
			HAZARDS	5.13	Hazards to handicapped shall be anticipated and eliminated.	-		
78			Floor Openings	5.13.1	Avoid when possible.	-		
79			Floor openings opened	5.13.2	Place barricades 8 feet from the hazard - provide warning signal.	-		
			Door closers	5.13.3	Avoid low hanging door closers.	-		
81			Ceiling Obstacles	5.13.4	Minimum height of 7 feet recom.	-		
82			Ramp lighting	5.13.5	In accord with American Std. A9.1-1953	-		
			SHOWER ROOM	-		3107(e)	Shower room shall have at least one facility for handicapped.	
83		C	Shower room space	-		3107(e)1	Min. turning radius of 42 inches 60 inches req'd for 2 wheelchairs to pass.	
84			Shower stall space	-		3107(e)2	Min. 42 inches deep, 33 inches wide	

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
	5.13	Hazards to handicapped shall be anticipated and eliminated.	-			
	5.13.1	Avoid when possible.	-			
pened	5.13.2	Place barricades 8 feet from the hazard - provide warning signal.	-			
	5.13.3	Avoid low hanging door closers.	-			
s	5.13.4	Minimum height of 7 feet recom.	-			
	5.13.5	In accord with American Std. A9.1-1953	-			
	-		3107(e)	Shower room shall have at least one facility for handicapped.		
ce	-		3107(e)1	Min. turning radius of 42 inches 60 inches req'd for 2 wheelchairs to pass.		
ace	-		3107(e)2	Min. 42 inches deep, 33 inches wide		

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
SURVEY FORM

N = Non-compliance
C = Compliance

	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COM
			SHOWER ROOM (Cont'd)					
85		NA	Shower stall access	-		3107(e)3	Min. clear openings of 32 inches.	
86	N		Shower stall sill	-		3107(e)3	Rounded sill 1/2 inch height allowed. Shall not be a curb at entry.	1½" sill (41) shoul 4½ sill (41) acce
87	N		Shower stall seat	-		3107(e)4	Shall have 15 inch deep x 20 inch wide seat which may be hinged.	none shown.
88			Shower seat height	-		3107(e)4	Seat shall be 18 to 19 inches to floor.	
89			Shower floor surface	-		3107(e)5	Surface shall be slip resistant.	
90			Shower controls	-		3107(e)6	Shall be 54 inches max. to floor	
91			Shower grab bars	-		3107(e)7	Side and back bars req'd. Side bar 24 inches long, vertical bottom 36 inches above the floor. Back bar 18 inches long, horizontal installed 10 inches above shower seat.	

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
'd)						
ss	-		3107(e)3	Min. clear openings of 32 inches.		
	-		3107(e)3	Rounded sill 1/2 inch height allowed. Shall not be a curb at entry.	4 1/2" sill (41) should be rounded. 4 1/2 sill (41) access. reqd?	
	-		3107(e)4	Shall have 15 inch deep x 20 inch wide seat which may be hinged.	none shown.	
nt	-		3107(e)4	Seat shall be 18 to 19 inches to floor.		
face	-		3107(e)5	Surface shall be slip resistant.		
	-		3107(e)6	Shall be 54 inches max. to floor		
	-		3107(e)7	Side and back bars req'd. Side bar 24 inches long, vertical bottom 36 inches above the floor. Back bar 18 inches long, horizontal installed 10 inches above shower seat.		

N = Non-compliance
C = Compliance

	N	C	ITEM	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/CON
			SHOWER ROOM (Cont'd)					
92			Shower room bench	-		3107(g)2	Shall have a bench 24 inches wide x 60 inches long, 18 to 20 inches to floor.	
93			Miscellaneous Devices	-		3107(g)	Point of service 40 inches to floor.	
94			SWIMMING POOLS	-		3106(e)	Shall be accessible to handicapped. Access by ramp per Sec. 3306 extending 30 inches below waterline. Handrails shall have top rail only.	
95	N		WHEELCHAIR SEATING	-		3107(g)	One space for each 100 seats or fraction thereof - 2 space min. Space shall be level and not project into required exits.	Provide wheelc in each courtr

REMOVAL OF ARCHITECTURAL BARRIERS TO THE HANDICAPPED
SURVEY FORM

	ANSI	REQUIREMENT	UBC	REQUIREMENT	MEASUREMENT/COMMENT	ESTIMATE
'd)						
	-		3107(g)2	Shall have a bench 24 inches wide x 60 inches long, 18 to 20 inches to floor.		
ices	-		3107(g)	Point of service 40 inches to floor.		
	-		3106(e)	Shall be accessible to handicapped. Access by ramp per Sec. 3306 extending 30 inches below waterline. Handrails shall have top rail only.		
NG	-		3107(g)	One space for each 100 seats or fraction thereof - 2 space min. Space shall be level and not project into required exits.	Provide wheelchair space in each courtroom.	

9.2.14

ROW 12

NOTED
H. S. COULTER

February 18, 1981

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
File 46993
FAP No. I-205-7(8)311
Mr. Kimme review,
response

Your memorandum of February 12, 1981, to Mr. Coulter requests a response relative to the Justice Center plans review made by your consultant, Mr. Kimme.

Mr. Kimme states that "The proposed facility appears to be in compliance with ACA Accreditation Standards". He then indicates that Standard 5126 seems to imply the need for smaller residential clusters. I am told by Mr. Jack Chapman of Multnomah County that the latest revisions have eliminated Standard 5126 and it is no longer applicable.

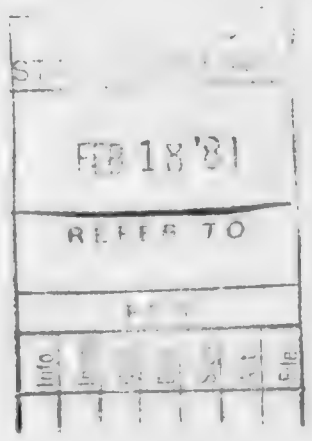
The remainder of the comments are only suggestions and have no bearing on accreditation.

It thus appears that the planned facility is in compliance with ACA Accreditation Standards and requires no revisions to meet the Standards.

We plan to receive bids based on plans which are basically the same as those reviewed by Mr. Kimme.

RWE:jr

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd
Tuck Wilson
John McCarthy w/att.
Jack Cornwall w/att.



Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

NOTED
H. S. COULTER

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: February 12, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We are sending to Mr. Boyd two copies of a letter dated February 2, 1981, from Mr. Dennis Kimme, with his comments on the plans for the Justice Center. Mr. Kimme was requested to review the plans by the National Institute of Corrections at our request. Copies of this letter were hand delivered to Mr. Boyd February 9 with sufficient copies for the County.

Mr. Kimme states initially that the "facility appears to be in compliance with ACA Accreditation Standards." He then makes comments on specific items that he believes could be changed to improve the operation of the facility. These comments summarize all of the comments he has made to this point.

Since Mr. Kimme's comments reflect the Federal review of the facility, we would like to have your response to them.

for E. J. Valach

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)

2/17 cy Boyd - R/D mpb

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FEB 15 '81
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

2/17 mpb

KIMME · Planning & Architecture
Specializing in Correctional Facilities

MEMO TO: National Institute of Corrections Jail Center

FROM: Dennis A. Kimme
Architect/Planner

DATE: February 2, 1981

RE: NIC TA

Technical Assistance to
U.S. Department of Transportation
Federal Highway Administration
c/o G. L. Green
Division Administrator
The Equitable Center, Suite 100
530 Center NE
Salem, OR 97301

A. STATEMENT OF THE PROBLEM

The Federal Highway Administration is to provide funds for constructing the corrections portion of the new Multnomah County, Oregon Justice Center. They asked for an outside review of the architectural plans to help insure that the plans meet "federal standards or requirements."

This review is a follow-up to the reviews which this consultant provided on May 20, 1980 and August 28, 1980. The first review was of preliminary drawings dated April 8, 1980. The second review was of design development drawings and outline specifications dated July 11, 1980 and July 5, 1980, respectively. The drawings which were reviewed on this occasion had several dates on them, the latest of which was November 21, 1980.

As before, the review will focus on the three areas of interest originally cited by the Federal Highway Administration:

1. a list of any requirements that must be met to bring the present plans into compliance with "federal standards."

2. additional purely supplemental suggestions, as appropriate.

1115 W. Charles St. · Champaign, Ill. 61820 · Telephone: (217) 351-7036

3. identification of any parts of the plan which "substantially exceed federal requirements."

For continuities sake, the standards used in the review of the plans were taken from the Manual of Standards for Adult Local Detention Facilities by the American Correctional Association sponsored Commission on Accreditation for Corrections (December 1977). These standards were originally recommended by the NIC since there was no "federal standards available (Justice Department standards were not finalized at that time) and the advanced practice guidelines developed by the National Clearinghouse for Criminal Justice Planning and Architecture (the standards once used to evaluate this project) are no longer in force.

B. FINDINGS AND OBSERVATIONS

1. Compliance with Commission Standards:

The proposed facility appears to be in compliance with ACA Accreditation Standards. However, as a carry-over from the previous two reviews, it is once again noted that Standard 5126 seems to imply the need for smaller residential clusters by requiring that "there is a dayroom, which accommodates 8 to 16 inmates for each cellblock or detention cluster." Two of the proposed residential clusters on each detention floor (5-8) contain 32 cells each and have a single dayroom for those 32 inmates.

Additionally, a space or spaces for required emergency generation equipment was not specifically identified; although, provisions have likely been made for it.

2. Additional, Supplemental Suggestions or Comments:

The following are general suggestions and comments which do not imply, or are not based on, any perceived lack of compliance with ACA standards.

Some are redundant from earlier reviews and have not had the benefit of impact from the architects. Therefore, some issues may have been resolved or there may be mitigating circumstances eliminating the feasibility of the suggestion. The suggestions and comments are not meant to call into question the fundamental soundness of the design since it is, in fact, generally effective, consistent with modern standards and representative of contemporary thinking.

a. It is recommended that surveillance into the second level Detention Elevator Lobby be provided from some staff position.

b. It seems that while the Program Manager and the Chaplain on the second level (Northeast Corner) are relatively accessible to the public, they are more remote from the housing and program areas than they would or should like to be.

c. The Secure Conference spaces found on the third level east of the Courtrooms seem rather small at only about 42 square feet each.

d. It is recommended that all fourth floor special housing cells be provided access to natural light through the provision of cell windows. Windows are not presently shown on the plans.

e. Also not shown on the fourth floor plans are any vision panels in the walls separating the dayrooms 4059 and 4065 from the ciruclation corridors. Moderately sized vision panels placed at strategic points in these walls would aid routine surveillance.

f. It is recommended that some form of privacy/sanitation screen be placed in the cells to separate the toilet area from the sleeping/study area. This seems especially appropriate in medical cells and applies to the holding cells on the intake floor and third floor---particularly in multiple occupancy cells.

g. It is recommended that the Multipurpose/Dining spaces on the housing floors (5-8) have storage areas for the various equipment and furnishings which it might be expected to accommodate.

h. The concrete "Sunshades" placed in front of each cell window severely limit the inmates' view ot the exterior in what may be an irritating manner. At the same time, it does not seem to achieve much sun shading. Given that these windows are located high in the wall and are horizontal, privacy should not be a great concern particularly if tiolets are screened and the adjacent buildings are occupied during the daytime only.

i. I would recommend that consideration be given to providing a more localized and focused desk light in the cells.

This would be in addition to the overhead flourescent lights now proposed. Also, I would recommend that this or another light, at least in the high security cells, have a dimming feature so that a very low level of nighttime light can be attained. This would allow for needed surveillance without creating light levels disturbing to the sleeping inmate.

j. Given the fact that various components of the facility, i.e., law enforcement, courts and corrections, are stacked one on top of the other, certain inherent limits on future expansion seem to be imposed. Although this potential problem may already have been considered, I would like to suggest that expansion concepts be developed and documented for the client's use.

Since the issue over the provision of "outdoor" recreation space has become prominent during the project's development, it is perhaps appropriate that some additional attention be given the subject.

In the August 28, 1980 review the comment was made that the proposed 10th floor outdoor recreation space would limit the inmate's opportunity to get sunlight. The comment was followed by a statement which suggested that "perhaps" the concept of a rooftop recreation area could be considered."

I would reiterate these comments while at the same time point out that they are just that---comments. It was, and is, my personal perception that the 10th floor outdoor recreation spaces take only limited advantage of the benefits which would accrue from allowing inmates access to the outdoor environment. They do allow only limited amounts of sunlight during just the afternoon hours of the day. Additionally, the fact that they are fully enclosed on three sides and overhead and partially enclosed on the fourth side significantly diminishes ones sense of being outdoors. Finally, one could argue that the size and configuration of the outdoor areas are limited (for example, regulation high school basketball courts are 50 feet wide while the courts in the outdoor areas, not counting surrounding floor space, are 26 feet wide).

However, by all of the definitions which I know, the outdoor recreation spaces provided on the 10th floor are indeed "outdoor." They are certainly not "indoor" spaces since they are constantly open to the temperature level, the humidity levels and the other facets of the open environment (although the penetration of rain and snow is limited).

The spaces also seem to comply with the requirements of the Manual of Standards for Adult Local Detention Facilities for "outdoor" recreation such as they are:

STANDARD 5119. Space is provided for inmate exercise. (Detention-Essential)

DISCUSSION: Indoor and outdoor exercise areas should be secure and available to all inmates. Outdoor areas should be at least 50 feet by 30 feet, with a minimum height clearance of 15 feet. For facilities over 120 inmates, this area should be increased in proportion to the inmate population and should contain a variety of equipment.

STANDARD 5267. Written policy and procedure grant inmates access to recreational opportunities and equipment, including, when the climate permits, outdoor exercise. (Detention-Essential)

STANDARD 5356. The plan for inmate programs provides for opportunities for all inmates to participate in leisure-time activities, including one-hour of physical exercise per day outside the cellblock. (Detention-Essential)

DISCUSSION: Each inmate should be permitted at least one hour of physical exercise and recreation each day outside the cell block. When weather allows, such recreation and exercise should take place outdoors.

As a result of these standards, I must conclude that the outdoor recreation space is compliant with Commission on Accreditation requirements; although, I believe that a rooftop, or even ground level, space would have a better impact on the inmates. I also believe that a larger space or spaces would be desirable.

3. Areas Which Substantially Exceed Federal Standards:

None.

I once again wish both the clients and the architects the best of success with the development of the Multnomah County Justice Center. The project appears quite consistent with contemporary facilities in many ways and should result in greatly improved services to the county.

9294

STATE OF OREGON

INTEROFFICE MEMO

DATE: February 17, 1981

TO: File

FROM: R. W. Ellison
Project Manager R.W. Ellison

NOTE
E. S. HUNTER

SUBJECT: Justice Center
File 46993
FAP#I-205-7(8)311
Inmate Privacy
Additional testing

As a result of viewing tests for the cell mock-up window and "eye-brow" configureations on January 12, 1981, (see memo on "Inmate Privacy" dated January 19, 1981) it was determined that additional viewing tests were necessary.

The windows for these tests were the two used in the previous tests except that the dividers were removed from the larger window. Tests were made with the eye-brow placed flat at the top of the windows and with the eyebrow removed.

In order that persons making the tests could view the cell windows and "eye-brow" from the same distance and angle as workers in the buildings adjacent to the Justice Center, a crane with a personnel basket was provided. The basket was positioned the same distance from the cell mock-up as the actual cells will be from the closest building (83' from the Federal Building). Observers in the basket were raised above the ground and allowed to view the cell mock-up from the various angles which the architect considers critical. These angles occur at heights varying from 24 feet to 48 feet above the window level (see attached sketch, "critical viewing range").

These additional viewing tests were made on February 9, 1981.

Photographs were taken from the personnel basket at 24', 36' and 48' above window level as follows:

1. Without "eye-brow", daylight.
2. With "eye-brow" placed flat at top of windows, daylight,
3. With "eye-brow" placed flat at top of window, night time.

Ground level photos with and without the "eye-brow" were also taken.

A marked set of the photographs is attached. Selection of window configuration for the actual cells is to be made by the County.

RWE:jr

cc: Tuck Wilson, w/photos
Bob Pillsbury w/photos
Jack Cornwall w/photos
E. S. Hunter
J. B. Boyd

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9294 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I205-7(76)312
Jail - Justice Center

Date: February 12, 1981

NOTED
H. S. COULTER

From: Acting Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Swan's memorandum of February 6, 1981 requested PS&E approval and obligation of funds for Phase III of the Justice Center.

We in this office have been following this project very closely and have been actively involved in its development. We can therefore obligate the requested $49,389,750.00 with a Federal fund participation rate of 67%. This is with the understanding that these figures will be adjusted when the final estimate is agreed to.

The PS&E cannot be approved at this time because there are still a few last minute items that need to be resolved.

We will not at this time object to the utilization of the four bid alternates shown, but we reserve the right to concur in only the lowest bid. We have obligated funds based on Bid No. 4 as we believe that it is in the public interest to have the heat recovery system.

Our people will continue to resolve problems with you regarding the PS&E as the review progresses.

E. J. Valach

E. J. Valach

cc:
OSHD (D. Swan)

ST... FEB 13 '81
REFER TO
FOR
Info | Appvs | R/D | D/R | Sign | Act | File

2/17
cy Boyd Hunter

9974

MULTNOMAH COUNTY OREGON

OFFICE OF THE COUNTY EXECUTIVE
ROOM 136, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

DONALD E. CLARK
COUNTY EXECUTIVE

RIGHT OF WAY ADMINISTRATION
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February 10, 1981

Mr. Robert W. Ellison, Project Manager
Oregon Department of Transportation
110 Transportation Building
Salem, OR 97310

Dear Mr. Ellison:

Please find attached correspondence relating to handicapped access to the Justice Center. I would like to clarify the County's position concerning the provision of handicapped access.

1. The City of Portland should be encouraged to provide one disabled parking space at the corner of 3rd and SW Madison.

2. Provision for two reserved disabled parking spaces on lower level 2, and "Miscellaneous" items identified in Mr. Cornwalls letter of February 2 (attached) is assured.

3. Handicapped access needs will be considered in the purchase of items identified as Library Furnishings in Mr. Cornwall's letter.

4. Decisions concerning accessibility of courtrooms, detention areas and shower and restroom facilities must be reached by agreement of the partners. I have asked Mr. Tuck Wilson to effect such an agreement.

In general, the County policy concerning handicapped access is that we should meet the requirements of Section 504.

I hope these guidelines are helpful in explaining our position on this subject. Please don't hesitate to contact me if you have questions or comments.

Sincerely,

Donald E. Clark
County Executive

cc: Judith Hadley
Linda Roberts
Jack Cornwall
Tuck Wilson

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

February 2, 1981

Oregon Department of Transportation
State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. R. W. Ellison, Project Manager

Reference: Job No. 6027, Justice Center

Subject: Handicapped Concerns

Gentlemen:

Please refer to the January 16 letter to you from Judith Hadley of the Metropolitan Human Relations Commission. We believe it appropriate that ODOT respond directly to MHRC and that City and County policy addressing the issues raised be formulated and discussed directly between City and County Departments and the MHRC.

Please be advised of the following current status of the project relative to the changes recommended in their letter:

Parking: on-street parking has been disallowed by the City Traffic Engineer.

LL-2, two disabled spaces are reserved near the elevator.

Accessible shower, restroom and dressing room in Intake and Police Dressing area: we will make the recommended change if we receive such direction from the City and County.

Accessibility of courtrooms and judges chambers: general seating in courtrooms is accessible to handicapped. Per direction from Tuck Wilson judges chambers, judges bench, witness stand jury boxes and restrooms adjacent to judges chambers are not accessible as described by Code. Jury is accessible although immediately adjacent toilet facilities are not (general public toilet facilities on this floor are accessible).

If the County so directs we will revise some Typical Housing Cells for handicapped use. As we understand it, current County policy locates handicapped inmates on the Special Housing Floor where cells have been designed to accommodate such individuals.

Law Library: it is our understanding presently that law library furnishings will not be in Construction Documents. If they are included and we are responsible for their design, then we will follow County policy which has not been identified.

Members American Institute of Architects

Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr. AIA Larry S. Bruton James W. Bostwick

Police Floor 11: one accessible restroom has been provided on this floor. Accessible tables in classrooms are not a part of the construction contract. City policy should determine extent of classroom furnishings accessibility.

Miscellaneous: generally accessible drinking fountain, public telephones, switches, controls, fire extinguishers have been provided. Fire and emergency warning is visual as well as audible. Elevator control and call buttons have been lowered. Signage is tactile. For placement of bulletin boards, coat racks and kitchen facilities to accommodate handicapped, we look to City and County to provide policy and directive before responding.

Note: Rod Merrick of the City Bureau of Facilities Management has asked concerning design of reception counters for handicapped. Our research of UBC and ANSI Standards has not identified such a requirement.

Written confirmation from MHRC requested by this office on 1/6/81 backing up Elise Anfield's verbal statement to this office that HEW handicapped guidelines are not applicable to this project have not yet been received.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:db

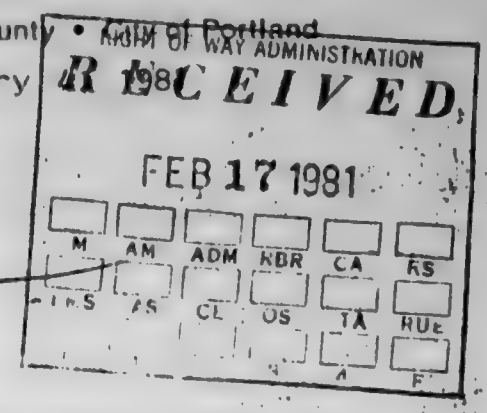
cc: Judith Hadley
Jack Chapman
Inspector Wayne Sullivan
Al Staley

Metropolitan Human Relations Commission

ADVISORY COMMITTEE ON THE DISABLED

Multnomah County • City of Portland

February 1981



TO: Donald E. Clark, County Executive

FROM: Linda Roberts, Executive Director

SUBJECT: Update - Justice Service Building

Attached is a letter from the architectural firm, Zimmer-Gunsul-Frasca, that Ms. Elise Anfield, City/County Handicap Coordinator, has worked with in reviewing handicap accessibility in the Justice Service Building.

As outlined in my letter to you on January 19, Ms. Anfield and the Disabled Advisory Committee have worked with individuals involved with the project and were awaiting responses to specific recommendations to assure compliance with State and Federal accessibility requirements.

Mr. Cornwall, of Zimmer-Gunsul-Frasca, spoke with Ms. Anfield about the attached letter. Originally, the firm had indicated that they would be willing to make the necessary modifications. However, an ownership meeting was held, and per direction from Mr. Tuck Wilson, only the minimum requirements for accessibility were to be met. Mr. Cornwall further stated that Mr. Wilson assumed that the Disabled Advisory Committee made recommendations based on their own perception of accessibility and were not legally binding. Although the Committee did "recommend" modifications, those recommendations were indeed based on State and Federal requirements for accessibility. At this point, this matter is serious, and there is need for concern and prompt attention to make certain that the facility is constructed properly.

If State and Federal requirements for accessibility are not met, Multnomah County, the City of Portland, and the State of Oregon Department of Transportation will be in violation of both the State Uniform Building Code Chapter 31 requirements and the Federal Rehabilitation Act of 1973, Section 504 - American National Standards Institute A 117.1.1961.

Under the HEW regulation, Federal recipients must make certain that programs and activities are available to handicapped persons "in the most integrated setting appropriate." This means that handicapped citizens and employees should not be unduly segregated, separated, or treated differently.

Corbett Building, Room 312
430 S.W. Morrison Street
Portland, Oregon 97204 • 248-4187

Contrary to this regulation, the current plan for the Justice Building is to segregate disabled inmates on a special housing floor even though the architects have advised us that some typical housing cells could be used by disabled people with minor modifications.

In addition, the new facility is more than just a jail. The building will include courtrooms, judges' chambers, and judges' benches. As you are aware, there are numerous disabled persons in our community, not only citizens who will be called for jury duty and as witnesses to testify in court proceedings, but also disabled lawyers and judges who will need access to this facility.

Due to the seriousness of this situation, I felt it imperative to inform you of these problems. Ms. Anfield is available to provide whatever assistance or further information is necessary.

LR:eap
Attach.
cc: Clyde Doctor
Leon Johnson

bc: Comm. Caroline Miller
Comm. Gladys McCoy
Elsa Coleman

CD.

Metropolitan Human Relations Commission

ADVISORY COMMITTEE ON THE DISABLED

Multnomah County • City of Portland

January 19, 1981

RECEIVED

JAN 20 1981

OFFICE OF COUNTY EXEC.
MULT CO. OR

TO: Donald E. Clark, County Executive

FROM: Linda Roberts, Executive Director

SUBJECT: Justice Service Building

Attached are the modifications recommended by the City/County Advisory Committee on the Disabled regarding handicap accessibility in the Justice Service Building. These recommendations are a result of the following activities which have taken place since the letter sent to you on December 17, 1980.

1. On December 23, 1980, Elise Anfield met with the architectural firm of Zimmer-Gunsul-Frasca and the County and City project managers to discuss both State and Federal accessibility standards applicable to the facility, based on funding sources for construction.

2. Design specifications and accessibility features provided by the architect were reviewed by Ms. Anfield and Advisory Committee members.

3. On January 9, 1981, Advisory Committee members and Ms. Anfield met with the project architect and City project manager and reviewed building plans for each floor. As the architect identified plans and accessibility features, Committee members made recommendations to correct deficiencies.

   a. At this time, some accessibility modifications had been corrected in the design plans.

   b. Recommendations by the Advisory Committee (attached) were noted by the architect. The architect stated that he would discuss these recommendations with his firm.

The results of these meetings for compliance with Section 504 of the Rehabilitation Act of 1973 were twofold.

   c. As required by Subpart B, Section 504, disabled people were consulted.

Corbett Building, Room 312
430 S.W. Morrison Street
Portland, Oregon 97204 • 248-4187

d. Costly oversights during the design and construction phases of the project can be avoided.

It should be emphasized that these are preliminary recommendations based on construction and design plans available for review at this time. However, to assure total accessibility, the City/County Advisory Committee on the Disabled will continue to work with those individuals involved with the project as construction and interior planning continues.

We will continue to keep you updated as the project develops.

LR:eap
Attach.
cc: Leon Johnson
Tuck Wilson

Metropolitan Human Relations Commission

ADVISORY COMMITTEE ON THE DISABLED

Multnomah County • City of Portland

January 16, 1981

Mr. Robert W. Ellison, Project Manager
Oregon Department of Transportation
110 Transportation Building
Salem, Oregon 97310

Dear Mr. Ellison:

The Architectural Barriers Subcommittee of the City/County Advisory Committee on the Disabled held a meeting on January 9, 1981 with Ernest Grigsby of Zimmer-Gunsul-Frasca Architects. At this time, the subcommittee was able to review the current building plans for the Justice Center facility, ref. job no. 6027.

We would like to recommend the following changes in order to ensure compliance with applicable state and federal requirements.

Parking: One disabled parking space reserved near the corner of Third and S. W. Madison.

Lower Level II: Two disabled spaces reserved near elevator.

Lower Level I: One accessible shower room, restroom, and dressing room in intake.

Floor 1: One accessible shower and restroom in police dressing area.

Floor 3: Courtrooms to be accessible, including judges' chambers, judges' bench, witness stands, jury boxes, clerks' desks, jury rooms, restrooms adjacent to jury rooms and judges' chambers.

Floor 4: Need for written County policy concerning separate treatment of disabled. Committee strongly urges the same treatment be afforded disabled inmates as any other. This would require making one or two cells accessible by widening entrance widths and providing grab bars for toilet.

Corbett Building, Room 312
430 S.W. Morrison Street
Portland, Oregon 97204 • 248-4187

Law Library: At least one table in each with 27" clearance. With counters no higher than 38" and if only portions of counters can be lowered, then 32" maximum counter height.

Police Floor II: One accessible restroom and accessible tables in classrooms.

All Areas: Accessible drinking fountains and public telephones. Switches, controls, and fire extinguishers at accessible heights. Both visual as well as audible warning for fire and emergency. Proper signage, especially at entrances, restrooms, and elevators. Lowered control and call buttons at elevators. Tactile identification of floor levels and all elevator buttons. Consideration should also be given to placement of bulletin boards, coat racks, and other areas such as kitchen facilities for employees.

We appreciate this opportunity to assist you and remain available for further assistance.

Sincerely,

Judith I. Hadley

Judith I. Hadley, Chairperson
Subcommittee on
Architectural Barriers

JIH:gp
cc: Jack Chapman, Project Mgr.,
Dept. of Justice Services
Ernest Grigsby
Mark Urdahl, Office of
General Services

bc: Donald E. Clark
Comm. Mike Lindberg
Tuck Wilson
Gerry Newhall
Elsa Coleman
Earl Bradfish

Architecture/Planning/Interior De

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
111 S.W. Oak Portland, Oregon 97204
503/224-3860 *Cable:* ZGFOREGON

RIGHT OF WAY ADMINISTRATION
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TRANSMITTAL NOTICE

Oregon Department of Transportation
State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. R. W. Ellison

DATE: February 17, 1981

PROJECT NO. 6027

PROJECT: Justice Center

TRANSMITTED HEREWITH:

NO. OF COPIES	DATED	TITLE
1	1/12/81	Metropolitan Human Relations Commission letter to Jack Cornwall
1	2/4/81	Metropolitan Human Relations Commission Memo to Don Clark re Justice Service Building Update

REMARKS:

Per your request the 2/4/81 memo is enclosed. The 1/12/81 letter which we did not receive until 2/4/81 is enclosed for your information.

IF ENCLOSURES RECEIVED ARE NOT AS LISTED ABOVE, KINDLY NOTIFY AT ONCE.

MASTER FILE
ROUTING
/db

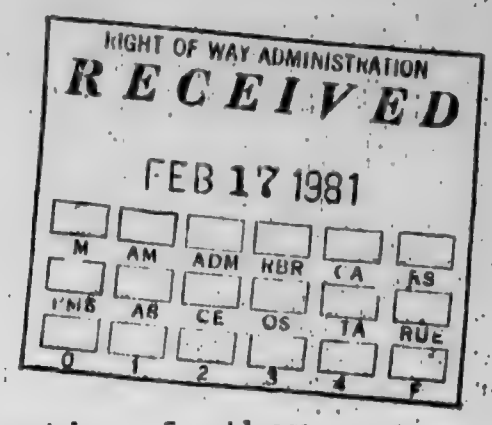
BY Jack Cornwall
Jack Cornwall, Associate Partner

Metropolitan Human Relations Commission

ADVISORY COMMITTEE ON THE DISABLED

Multnomah County • City of Portland

January 12, 1981



Jack Cornwall
Associate Partner
Zimmer, Gunsul, Frasca Partnership
111 S.W. Oak
Portland, Oregon 97204

Dear Mr. Cornwall:

Regarding your letters of January 5th and 6th requesting further information on applicable accessibility standards for the Justice Center, the following standards for this project are:

1. Uniform Building Code: Chapter 31, Architectural Barriers
2. Department of Health, Education, and Welfare, Rehabilitation Act of 1973, Section 504.
3. American National Standards Institute accessibility standards. (A117.1.1961 (R1971)

The ANSI is a private organization which develops consensus industry specifications in a variety of areas, including building design and construction. HEW, the agency responsible for overseeing implementation of section 504, has required all receipients of federal financial assistance to adopt ANSI standards when renovating existing facilities or constructing new ones.

As I explained, Section 502 created the Architectural and Transportation Barriers Compliance Board to insure compliance with the ANSI standards. Because the "New" ANSI standards have not been adopted by the ATBCB, the old standards are currently in effect

Though not required to date, the "New" ANSI standards , Federal General Services Administration standards, and new standards proposed by the ATBCB have been printed and could be of some use if the City, County, or State desired to go beyond the minimum requirements of UBC and ANSI.

As agreed, I have furnish your firm with all of the above mentioned accessibility standards, and ZGF will furnish written documents indicating the project's compliance with UBC and ANSI-A117.1.1961.

Sincerely,

Elise Anfield
Handicap Program Coordinator

Corbett Building, Room 312
430 S.W. Morrison Street
Portland, Oregon 97204 • 248-4187

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

February 5, 1981

Oregon Department of Transportation
State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. R. W. Ellison, Project Manager

Reference: Job No. 6027, Justice Center

Subject: Use of 1976 Uniform Building Code

Gentlemen:

The attached letter from the City of Portland Bureau of Buildings responds to your request for confirmation regarding use of the 1976 State Building Code.

Because the application for building permit was submitted to the Bureau of Buildings prior to July 1, 1980, this project is being checked by the Bureau of Buildings under the 1976 State Building Code.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:db

cc: Jack Chapman
Earl Bradfish

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Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr. AIA Larry S. Bruton James W. Bostwick

CITY OF
PORTLAND, OREGON
BUREAU OF BUILDINGS

Mildred A. Schwab, Commissioner
James E. Griffith, Director
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4241

February 2, 1981

Zimmer, Gunsul, Frasca
Partnership
111 S. W. Oak St.
Portland, Oregon 97204

Dear Sirs:

The application for a building permit for the new Justice Center was submitted on February 15, 1980. (Copy enclosed).

Since the effective date of the 1979 State Building Code was July 1, 1980, (see enclosed notice from the Director), the Justice Center is being checked under the 1976 State Building Code.

Sincerely,

Michael R. Hagerty

Michael R. Hagerty
Plan Examiner II

MRH:rb

Enclosure.

1294/

46993 N

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: February 4, 1981 JUSTICE CTR

FROM: Gordon J. Ballard
Supervising Structural Design Engineer

SUBJECT: Energy Study and Plans Review
Justice Center
Multnomah County
Bridge 16466

We have reviewed the 90-percent complete plans for the Justice Center and will outline the plan inadequacies. We also have reviewed the energy study for this building and will comment on its contents.

PLANS REVIEW

Architectural -

1. Design made from 1976 UBC instead of 1979 UBC which is not current.
2. Every government building, or portion thereof, shall be provided with access and facilities for the handicapped. There are numerous toilet rooms and steep open stairways that do not provide access to the handicapped.
3. At least one entrance for each exposure shall be accessible.
4. Open stair railings shall preclude any nine-inch object from passing through and shall be 30-inches to 34-inches in height.
5. Handrails shall provide fingergrips and shall extend horizontally 12 inches at the top and bottom of the run.
6. Stair risers shall be sloped or have sloped nosing not less than 60°. Open risers are not permitted.
7. Handicapped parking shall be provided.

Structural -

1. Design made from 1976 UBC instead of the current 1979 OBC.
2. Office floor loading requires a 2,000 lbs. concentrated load to be placed on any 2-1/2 foot square.
3. Parking area structure requires that 40 percent of the maximum gross vehicle weight to be placed five feet on center in the parking area spans.
4. Headroom restriction in LL2 between Column Line H, J and 14, 15. This clearance is 6'-10" while the rest of floor is 7'-6".
5. Structural floor system changes from concrete pan joist and beam system to prestressed slabs on the sixth through eighth floor. This change in structural system has a tremendous effect of the structural response of the building to earthquake and wind loadings. A detailed analysis of this response should be made before this system is finalized.

Contains Recycled Materials
81-128-1387

BP*75803-12

Mechanical and Electrical -

A. Plumbing - No Comments

B. HVA/C - Energy study is a code requirement that:

1. Calculates the energy requirement of the building in BTU/sq.ft./yr. to compare with city of Portland guidelines of 55,000 BTU/sq.ft./yr.
2. Analyzes the different systems and insulation to justify its cost.
3. Reports the systems utilized appear to be justified from an engineering standpoint.
4. Indicates the building envelope meets UBC criteria for both thermal conductance (U-value) and overall thermal transfer value (OTTV) for cooling.
5. Reports the building compares favorably with energy consumption of a similar proposed building. The total electrical energy consumption reduces to a value of 3.80 watts/sq.ft. which compares favorably with UBC standard of 2.5 watts/sq.ft. for lighting alone.

GJB:jrb

cc: Walt Hart
Bob Ellison
B. Boyd

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Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

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February 2, 1981

City of Portland
Bureau of Buildings
1220 SW Fifth Avenue
Portland, Oregon 97204

Attention: Mike Hagerty, Plans Examiner

Reference: Job No. 6027, Justice Center

Subject: 1976 UBC

Gentlemen:

This letter reconfirms my verbal request for written confirmation by the Bureau of Buildings that the 1976 Edition of the Uniform Building Code is applicable to this project.

It has been understood and documented by this office that the 1976 edition of the Uniform Building Code as adopted by City of Portland may be used for the design of the Justice Center Project.

The attached letter dated January 27, 1981 reconfirms the need for such written confirmation by the Bureau of Buildings. Your assistance is appreciated.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:db

Enclosure As Stated

cc: Bob Ellison
John McCarthy

Copy to: Wolf Heat.
Sent 2-5-81

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr. AIA Larry S. Bruton James W. Bostwick

9214

ZIMMER GUNSUL FRASCA PARTNERSHIP A.I.A.

Bob Morrison

JOB NO. 6027
JUSTICE CENTER

JANUARY 29, 1981

MEMO TO: City of Portland: Earl Bradfish, Allyn Staley, Inspector Wayne Sullivan

Multnomah County: Tuck Wilson, Jack Chapman

ODOT: Bob Ellison

Turner Construction Company: John McCarthy

ZGF: Justice Center Project Team

RIGHT OF WAY ADMINISTRATION
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FROM: Jack Cornwall

SUBJECT: Revised Schedule for Final Document (Drawing and Specification) Review

February 4, 1981	Mouchka/Kilbourn Specification review.
February 4, 1981	Engineer's estimate. Include four sets of plans plus title sheet plus extra title sheet plus two specs with covers.
February 5, 1981	Turner/Kilbourn/Cornwall meeting; review of Turner Specification comments.
February 6, 7, 1981	ZGF Specification/Drawing review: Cornwall, Grigsby, Mouchka, Kilbourn. (Destefano, Ruffcorn, Guerino, Stewart--on call)
February 9, 1981	Comments from Owners and Turner Spec Sections distributed 2/3/81 and Consultant coordination comments on all phases of documents on Bidding Documents (Dwgs & Specs) to ZGF by 9:00 a.m.
February 10, 1981	Comments redistributed to consultants for implementation.
February 16, 1981	ZGF receives all Bidding Document (Drawings and Specs) ORIGINALS from Consultants by 9:00 a.m. Originals should be stamped where appropriate.
March 2, 1981	Photo-ready Specifications in hands of ODOT Spec Dept.
March 2, 1981	Plans complete.
March 9, 1981	Drawings to printer.
March 16, 1981	50 sets of Drawings minimum delivered to Salem.
March 19, 1981	**Advertise.**
April 6, 1981	Pre-bid Conference - GSA Conference Room
April 9, 1981	Amendment in Salem at end of day.
April 23, 1981 (Thursday)	**Receive bids.** 2 pm

JC:db
cc: Master File
Routing

9294 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: January 27, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's January 7, 1981, memorandum asks us to increase the allowable amount of funds under the State/Architect Agreement from $2.36 million to $2.54 million. The support data furnished with this request is generally the same as that originally furnished. It is stated that the support also justifies the higher figure.

When we originally reviewed this agreement, we found that the Basic Service cost was estimated to be $2,205,229. This figure was deemed adequately supported. In addition, a cost for Additional Services was included for $154,811. This figure was also supported. Together these total $2,360,040. This appeared to be the value of the agreement and, accordingly, we approved $2.36 million.

At that time, as well as now, we do not know why $180,000 was added to the agreed price of the agreement to have a maximum price of $2.54 million. We need some support for this increase before we can agree to it.

E. J. Valach

cc:
OSHD (R W Ellison, R/W)

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JAN 28 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 22, 1981

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Bid Schedule
Phase III Construction
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear John:

This will confirm the instructions you received from Bruce Boyd and myself yesterday. It is desired that in addition to receiving alternate bids for a building with and without a heat recovery system, we also receive alternates which incorporate provisions for completion in accord with Schedule I shown in your letter of January 19, 1981, and in accord with Schedule V.

Schedule I is our preference, however, we need the Schedule V alternate as a possible fallback position in case the bids for Schedule I prove to be outside our financial limitations.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh

cc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
Tuck Wilson
Earl Bradfish
Glen Green
J. B. Boyd
Jack Cornwall

RECEIVED
DOT DIRECTOR
JAN 23 '81
REPLY TO
FILE

NOTED
F. B. KLABOE

Form 734-3122

9294

ROW 12

State Pla
Crime Lab

January 21, 1981

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Crime Lab
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Attached is a floor plan of the existing State Police Crime Lab with notations in red identifying existing cabinets and equipment showing the planned division of same for use in the new crime lab at the Justice Center.

Also attached is a floor plan of the new crime lab showing locations the cabinets and equipment will occupy in the Justice Center after they are moved from the existing facility.

The division of existing cabinets and locations in the new facility were done by Lieutenant Rich Brooks of the Oregon State Police Crime Lab.

As discussed previously, these drawings are supplied in order that you may make an update of the cost estimate for moving and re-installing the cabinets and fixtures into the new location at the Justice Center.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: J. B. Boyd
Earl Bradfish
Lieutenant Brooks
John McCarthy

NOTED
J. B. BOYD

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

TO: File

FROM: J. B. Boyd
Right of Way Manager

DATE: January 19, 1981

RECEIVED
STATE HWY ENGR
JAN 20 '81
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Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: Review of Turner Schedule
Recommendation 1/15/81
Construction Schedule
Justice Center
File 46993
FAP No. I-205-7(8)311 (JAIL)

1/2 Boyd
Pg back from City was informed by phone of completion date
R

In review of Mr. John McCarthy's letter of January 15, I compared the Hoffman contract presently underway at the Public Service Building. It appears that the contract is worth $22,420,000 and has a time line from April 1, 1980 until August 30, 1981. A total of 17 months. This is predicated on the correspondence attached to my rough draft for Mr. F. B. Klaboe dated December 11, 1980. It appears that there is some wishful thinking on the part of the contractor and the City that the project will be done three months earlier than the original December 31, 1981 time.

Utilizing the information in the curve in Scheme II furnished by the Turner Construction Company for a 26 month time line and utilizing the high peak of the curve, the peak occurs at 19/28 of the time or 68% of the utilized time. $3,356,000 is expended in that month over a total cost of $42,183,000 which is 8% of the money. Extrapolating this to the City project that 68% time = 12 months. 8% of the money is $1,393,600 on a very simple structure. The contractor has also proposed an expedited schedule that may or may not be relevant to the true completion date with the extra three months or a 20 month time line. The peak would occur at 13.6 months time and the maximum expenditure month with the extended time would probably be diminished by some factor I am unable to determine. The information appears to be entirely valid given us by Turner Construction, and realistic because of the differential and the difficulty of building the two structures. One, the public service simple; the other, the Justice Center, extremely complex.

Conclusion: The schedule as No. V is the most reasonable for the following reasons:

1. Turner expertise.

2. Logistics of manpower utilized--over 230 workers on 200 x 200 blocks and scheduling would be nearly impossible.

3. Discussion with other contractor

4. Review of City contract--this is supposedly an expedited contract on the design build concept.

5. Turner indicated during selection process that cash outlay would be a problem.

I presented this information to Mr. E. S. Hunter and will provide him with a cash flow graph on Scheme V as soon as it is available. He will determine the effect of the Justice Center completion in fall of 1983 on the I-205 project.

I have discussed the time of completion with Mr. Tom Walsh and will meet with he and Tuck Wilson tomorrow (January 20) before the owners' meeting. We must make the completion date a part of the specs by the 15th of February.

JBB:jh

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter w/attach.
Bob Ellison w/attach.

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

January 15, 1981

Mr. Robert Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Re: Justice Center - Portland
Phase III Construction Schedule

Dear Mr. Ellison:

Confirming our meeting on Wednesday, January 14, 1981 with yourself and Bruce Boyd we are forwarding our Construction Scheduling Recommendations for the Phase III work. You were previously given computerized "history" sheets for the Ventura and South Bay Correctional Facilities, both Turner Projects.

Attached you will find four copies of the manpower/cash-flow chart for Scheme II and written report. You viewed scheme I in our office, however, that was the only copy. We are unable to give you copies of scheme I at this time. We are currently developing scheme V and will have copies of this manpower cash-flow chart within the next week.

Please contact us if additional explanantions are needed.

Very truly yours,

J. P. McCarthy
Project Manager

cc: P. A. Demange - S.F.O.
R. K. Wilson - S.F.O.
E. L. Meyers - S.F.O.

File: Owner Correspondence

JPM:cn

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TURNER CONSTRUCTION COMPANY
SKETCH SHEET

SCHEDULE

EXPOSURE LOSS OF BIDDERS	EXPOSURE DOUBLE SHIFT			MAX MANPOWER PER DAY	MAX CASH FLOW PER MONTH
$ 5 MILLION	$ 500,000.	I.	4/81 → 11/82 (18 C.D.) → 1/83 (20 M.D.) → 5/83 (24 C.P.)	440	$ 4.1 MILLION
$ 4 MILLION	$ 400,000	II.	1/82 → 3/83 (20 C.D.) → 5/83 (22 M.D.) (24 C.P.)	370	$ 3.4 MILLION
$ 4 MILLION	$ 300,000.	III.	3/83 → 5/83 (22 C.D.) (24 M.D./C.P.)	300	$ 2.7 MILLION
$ 2 MILLION	$ 200.000.	IV.	3/83 → 5/83 (22 C.D.) → 9/83 (24 M.D.) (28 C.P.)	270	$ 2.5 MILLION
-0-	-0-	V.	7/83 → 9/83 (26 C.D.) (28 ND/C.P.)	230	$ 2.2 MILLION

NOTES:
C.D - COMPLETE DETENTION WORK IN FIELD
M.D. - MOVE-IN OF INMATES TO DETENTION AREAS
C.P. - COMPLETE PROJECT PHASE III
SCHEDULES BASED ON $42 MILLION

Form 539-2-72

SHEET NO. 1 OF 1
CONTRACT NO
CONTRACT Justice Center - Portland
MADE BY J.Mc
DATE 1-14-81

PHASE III SCHEDULE ANALYSIS

Turner

Basic Research

Aside from Turner's expertise in manpower, cash flow and scheduling of Building Construction Projects the following specific Turner Projects were studied.

Description	Cost	Schedule	Max M.P.	Max Cash Flow/Mo.
Chicago Metropolitan	$24 mill.	34 mos.	210/Day	$1.8 Million
Ventura Pre-trial	$38 mill.	35 mos.	140/Day	$1.6 Million
San Diego (South Bay)	$34 mill.	31 mos.	235/Day	$1.8 Million
Contra Costa (Pre-trial)	$24 mill.	38 mos.	150/Day	$1.1 Million

Comments

Scheme I April 81 Start/Detention Move-in Jan. 83/Proj. Comp. May '83

Manpower (442) and Cash flow is twice what could be normally expected on an urban hi-rise Project.

Schedule would require approximately 15,000 M.D. of double shift work costing from $400,000 to $500,000.

Risk to bidders is high ($5,000 per day liquidated damages) plus complexity of double shift work.

Loss of bidders is expected and could cost the project $2 to $5 million in lack of competition.

Sophistication required in certain detention work does not lend itself to double shift crews. Some trades have only two or three qualified people.

Turner does not recommend this schedule.

Scheme II April '81 Start/Detention Move-In Mar. '83/Proj. Compl. May '83

Maximum manpower reduced by 70 to 370 per day.

Maximum cash flow per month reduced $700,000 to $3,400,000.

Double shifting required for above output--probable cost $300,000 to $400,000.

Risk to bidders high.

Loss of bidders expected; increased cost to Project $2 to $4 million.

Double shifting not possible in all trades

Turner does not recommend this schedule.

Scheme III April '81 Start/Detention Move-In May '83/ Proj. Compl. May '83

Maximum manpower compared to scheme I reduced by 140 to 300 per day.

Maximum cash flow compared to scheme I reduced by $1,400,000 to $2,700,000.

Double shifting or selected overtime required for above output...probable cost $300,000.

Risk to bidders high.

Loss of bidders expected cost to project $2 to $4 million.

Turner does not recommend this schedule.

Scheme IV April '81 Start/Detention Move-In May '83/Project Compl. Sept.'83

Maximum manpower compared to scheme I reduced by 170 to 270 per day.

Maximum cash flow compared to scheme I reduced by $1,600,000 to $2,500,000.

Double shifting or selected overtime required for above output...probable cost $200,000.

Risk to bidders moderate.

Loss of bidders minimized probably $1 to $3 million risk due to lack of competitiveness.

Turner does not recommend this schedule.

Scheme V April '81 Start/Detention Move-In Sept. '83/Proj. Compl. Sept. '83

Maximum manpower compared to Scheme I reduced by 210 to 230 per day.

Maximum cash flow compared to Scheme I reduced by $1,900,000 to $2,200,000.

Double shifting or selected overtime not required; at least not as a result of schedule restraints

Project should be attractive to bidders with 28 month schedule.

Turner recommends this schedule.

Conclusion

Cash flows in excess of $2,000,000 per month on urban hi-rise projects are extremely difficult to obtain. Manpower needed to obtain this cash out-put is in excess of 200 men per day. Scheme V which Turner is recommending as the Construction period for phase III (28 mos.) borders on this difficult criteria. This schedule represents the best option to the owner with regard to additional costs due to double shifts and loss of competitiveness.

WORK ITEM NO.	WORK ITEM DESCRIPTION	EST. VALUE (000)	I.O.R. VALUE (000)	EST. PCT. LAB.	ACT. PCT. LAB.	LABOR VALUE (000)	LABOR RATE	TOTAL MAN POWER	TOT. DUR. MOS.	REM. DUR. MOS.	MAN POWER TO DATE EST.	MAN POWER TO DATE ACT.	MAN POWER TO DATE REM.	WORK IN PLACE TO DATE EST.	WORK IN PLACE TO DATE ACT.	WORK IN PLACE TO DATE REM.	WORK ITEM NO	WORK ITEM DESCRIPTION	DFI	APR 1 2 3 4	MA 1 2
0100	MOBILIZATION	50	50	25		13	1802	7	1	1			7			50	0100	MOBILIZATION	SI	7/ 50	
0200	STRUCTURAL--------CONCRETE	6300	6300	33		2079	1926	1079	18	19			1079			6300	0200	STRUCTURAL--------CONCRETE	TI	1/ 6	6
0300	--------PRE-CAST	500	500	8		40	2391	17	7	7			17			500	0300	--------PRE-CAST	SI		
0400	----------STEEL	200	200	8		16	2328	7	1	1			7			200	0400	----------STEEL	SI		
0500	EXTER. ENCL. PRE-CAST2-10	2000	2000	8		160	2391	67	5	5			67			2000	0500	EXTER. ENCL. PRE-CAST2-10	SI		
0600	PRE-CAST11-16	1300	1300	8		104	2391	43	2	2			43			1300	0600	PRE-CAST11-16	SI		
0700	-----GLAZING	1200	1200	6		72	2012	36	2	2			36			1200	0700	-----GLAZING	SI		
0800	-----ROOFING	200	200	14		28	1977	14	3	3			14			200	0800	-----ROOFING	SI		
0900	ELEVATORS-------HYDRAULIC	150	150	19		29	2283	13	4	4			13			150	0900	ELEVATORS-------HYDRAULIC	SI		
1000	----DETENTION-LO	450	450	21		137	2283	60	8	8			60			450	1000	----DETENTION-LO	SI		
1100	-------POLICE-HI	600	600	20		120	2283	53	7	7			53			600	1100	-------POLICE-HI	SI		
1200	INT. LOW LEVLS.-----WALLS	600	600	43		258	1904	136	5	5			136			600	1200	INT. LOW LEVLS.-----WALLS	SI		
1300	---CIELINGS	100	100	42		42	2065	20	5	5			20			100	1300	---CIELINGS	SI		
1400	----FLOORS	50	50	15		8	2091	4	1	1			4			50	1400	----FLOORS	SI		
1500	-----DOORS	150	150	30		45	2065	22	4	4			82			150	1500	-----DOORS	SI		
1600	-SPECIALTIES	300	300	9		27	2065	13	5	5			13			300	1600	-SPECIALTIES	SI		
1700	DETENTION------WALLS	2750	2750	43		1183	1904	621	13	13			621			2750	1700	DETENTION------WALLS	TI		
1800	---CIELINGS	500	500	42		210	2065	102	9	9			102			500	1800	---CIELINGS	TI		
1900	---FLOORING	150	150	15		23	2091	11	7	7			11			150	1900	---FLOORING	SI		
2000	------DOORS	1200	1200	30		360	2065	174	13	15			174			1200	2000	------DOORS	SI		
2100	-SPECIALTIES	2000	2000	12		240	2065	116	13	18			116			2000	2100	-SPECIALTIES	TI		
2200	POLICE--------WALLS	1950	1950	43		838	1904	441	10	10			441			1950	2200	POLICE--------WALLS	TI		
2300	---CIELINGS	200	200	42		84	2065	41	11	11			41			200	2300	---CIELINGS	SI		
2400	---FLOORING	200	200	15		30	2091	14	9	9			14			200	2400	---FLOORING	SI		
2500	------DOORS	150	150	30		45	2065	22	8	8			28			150	2500	------DOORS	SI		
2600	-SPECIALTIES	500	500	9		45	2065	22	9	9			22			500	2600	-SPECIALTIES	SI		
2700	FIRE PROT.-----LOW LEVELS	250	250	19		48	2437	20	9	9			20			250	2700	FIRE PROT.-----LOW LEVELS	SI		
2800	---DETENTION	400	400	19		76	2437	31	9	9			31			400	2800	---DETENTION	SI		
2900	-----POLICE	150	150	19		29	2437	12	5	5			12			150	2900	-----POLICE	SI		
3000	HVAC/PLMB LOW LEVLS-ROUGH	1100	1100	22		242	2740	88	8	8			88			1100	3000	HVAC/PLMB LOW LEVLS-ROUGH	TI		
3100	-FINISH	500	500	32		160	2740	58	6	6			58			500	3100	-FINISH	SI		
3200	DETENTION-ROUGH	3200	3900	27		1053	2740	384	11	11			384			3900	3200	DETENTION-ROUGH	TI		
3300	FINISH	1000	1000	37		370	2740	135	6	8			135			1000	3300	FINISH	TI		
3400	POLICE---ROUGH	1100	1100	30		330	2740	120	5	5			120			1100	3400	POLICE---ROUGH	SI		
3500	--FINISH	400	400	40		160	2740	58	6	6			58			400	3500	--FINISH	SI		
3600	ELC/SAFETY LOW LVLS-ROUGH	1000	1000	32		320	2932	109	9	9			109			1000	3600	ELC/SAFETY LOW LVLS-ROUGH	TI		
3700	-FINISH	200	200	37		74	2932	25	6	6			25			200	3700	-FINISH	SI		
3800	DETENTION-ROUGH	1300	1300	35		455	2932	155	11	11			155			1300	3800	DETENTION-ROUGH	TI		
3900	-FINISH	500	500	45		225	2932	77	6	6			77			500	3900	-FINISH	SI		
4000	POLICE---ROUGH	300	300	32		96	2932	33	6	6			33			300	4000	POLICE---ROUGH	SI		
4100	-FINISH	200	200	42		84	2932	29	6	6			29			200	4100	-FINISH	SI		
4200	SITEWORK	250	250	17		43	1902	24	4	4			24			250	4200	SITEWORK	SI		
4300	GEN CONT/BOND/FEE/CONTNGY	5000	5000	35		1750	2023	865	27	27			865			5000	4300	GEN CONT/BOND/FEE/CONTNGY	TI		
	WORK ITEM TOTALS	42000	42000	28		11912	2192	5432	27	27			5432			42000					

MONTHLY ACTUAL MAN-POWER

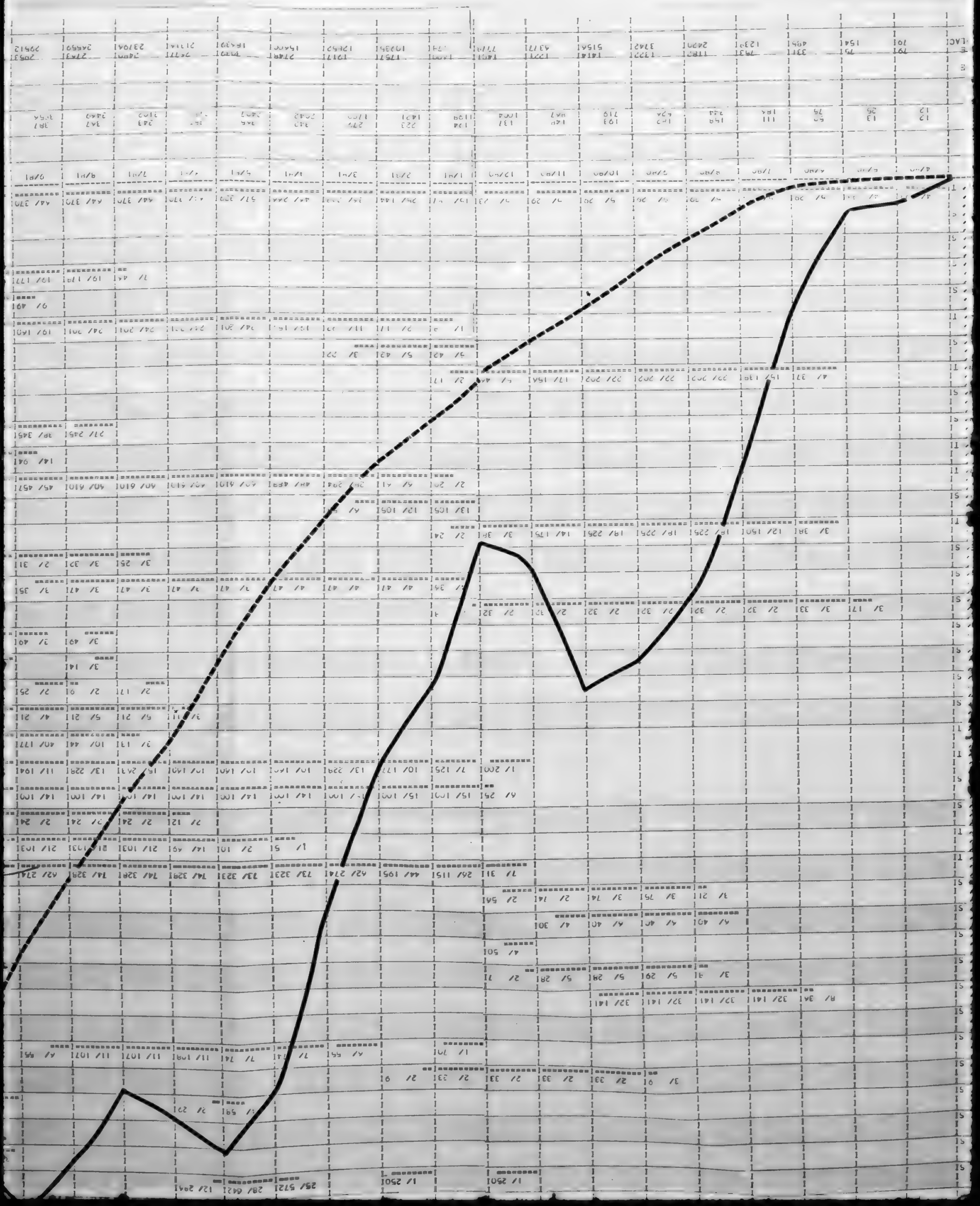
CUMULATIVE ACTUAL MAN-POWER

AVAILABLE ESTIMATED MAN-POWER 12

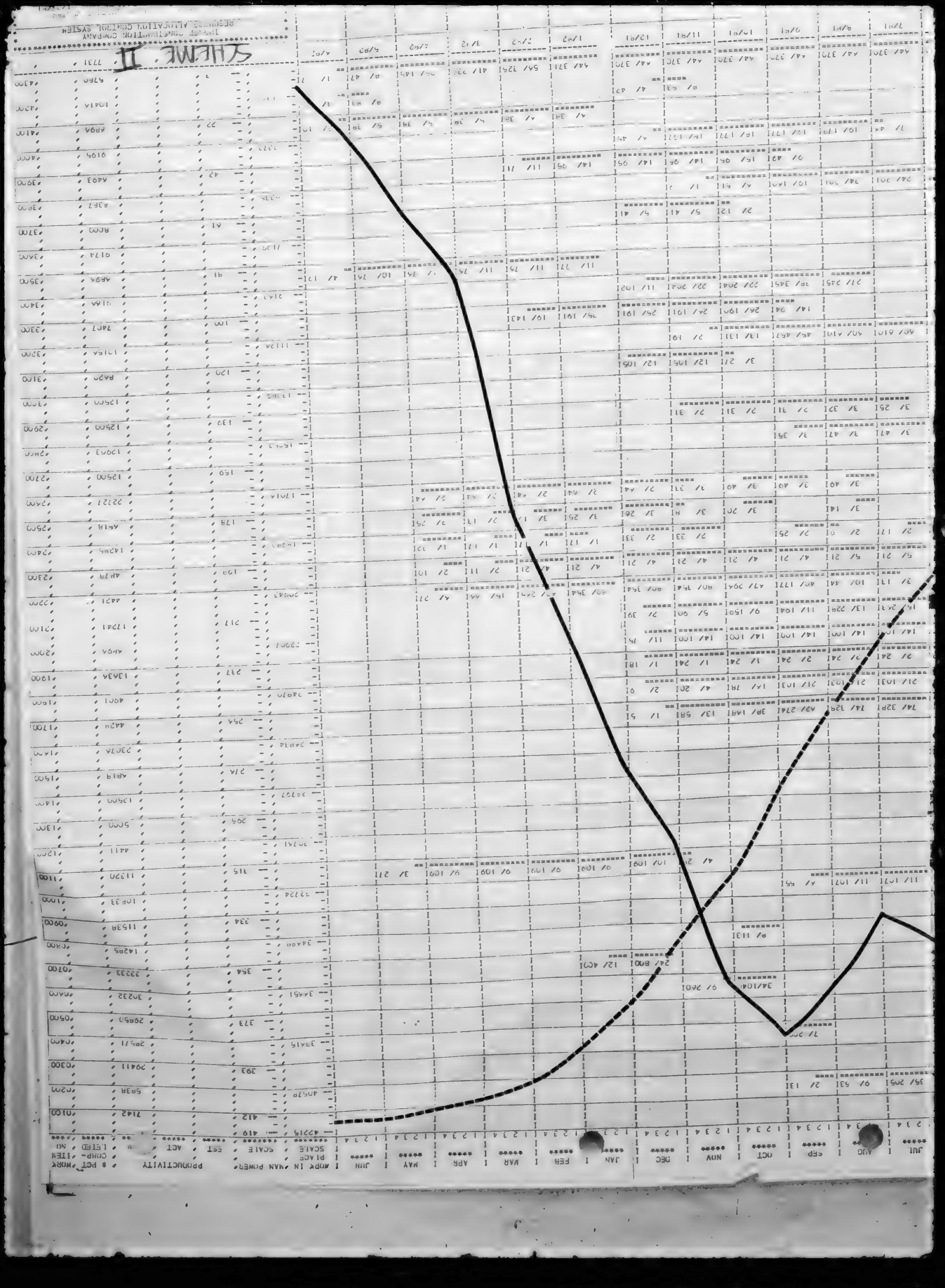
0400	----------FOUNDATIONS	2000	2000	8		160	2391	67	5	5		67		2000	0500	EXTER. ENCL. PRE-CAST2-10	SI
0500	EXTER. ENCL. PRE-CAST2-10	2000	2000	8		160	2391	67	5	5		67		1300	0600	PRE-CAST11-16	SI
0600	PRE-CAST11-16	1300	1300	8		104	2391	43	2	2		43		1200	0700	-----GLAZING	SI
0700	-----GLAZING	1200	1200	6		72	2012	36	2	2		36		200	0800	-----ROOFING	SI
0800	-----ROOFING	200	200	14		28	1977	14	3	3		14		150	0900	ELEVATORS-------HYDRAULIC	SI
0900	ELEVATORS-------HYDRAULIC	150	150	19		29	2283	13	4	4		13		450	1000	----DETENTION-LO	SI
1000	----DETENTION-LO	450	450	21		137	2283	40	3	3		40		600	1100	-------POLICE-HI	SI
1100	-------POLICE-HI	600	600	20		120	2283	53	7	7		53		400	1200	INT. LOW LEVLS.-----WALLS	SI
1200	INT. LOW LEVLS.-----WALLS	400	400	43		258	1904	136	5	5		136		100	1300	---CIELINGS	SI
1300	---CIELINGS	100	100	42		42	2065	20	5	5		20		50	1400	-----FLOORS	SI
1400	-----FLOORS	50	50	15		8	2091	4	1	1		4		150	1500	-----DOORS	SI
1500	-----DOORS	150	150	30		45	2065	22	4	4		22		300	1600	-SPECIALTIES	SI
1600	-SPECIALTIES	300	300	9		27	2065	13	5	5		13		2750	1700	DETENTION------WALLS	TI
1700	DETENTION------WALLS	2750	2750	43		1183	1904	621	13	13		621		500	1800	---CIELINGS	TI
1800	---CIELINGS	500	500	42		210	2065	102	9	9		102		150	1900	---FLOORING	SI
1900	---FLOORING	150	150	15		23	2091	11	7	7		11		1200	2000	-------DOORS	SI
2000	-------DOORS	1200	1200	30		360	2065	174	13	13		174		2000	2100	-SPECIALTIES	TI
2100	-SPECIALTIES	2000	2000	12		240	2065	116	13	13		116		1950	2200	POLICE---------WALLS	TI
2200	POLICE---------WALLS	1950	1950	43		939	1904	441	10	10		441		200	2300	---CIELINGS	SI
2300	---CIELINGS	200	200	42		84	2065	41	11	11		41		200	2400	---FLOORING	SI
2400	---FLOORING	200	200	15		30	2091	14	9	9		14		150	2500	-------DOORS	SI
2500	-------DOORS	150	150	30		45	2065	22	8	8		22		500	2600	-SPECIALTIES	SI
2600	-SPECIALTIES	500	500	9		45	2065	22	9	9		22		250	2700	FIRE PROT.-----LOW LEVELS	SI
2700	FIRE PROT.-----LOW LEVELS	250	250	19		48	2437	20	9	9		20		400	2500	---DETENTION	SI
2800	---DETENTION	400	400	19		76	2437	31	9	9		31		150	2900	-----POLICE	SI
2900	-----POLICE	150	150	19		29	2437	12	5	5		12		1100	3000	HVAC/PLMB LOW LEVLS-ROUGH	TI
3000	HVAC/PLMB LOW LEVLS-ROUGH	1100	1100	22		242	2740	88	8	8		88		500	3100	-FINISH	SI
3100	-FINISH	500	500	32		160	2740	58	6	6		58		3900	3200	DETENTION-ROUGH	TI
3200	DETENTION-ROUGH	3900	3900	27		1053	2740	384	11	11		384		1000	3300	FINISH	TI
3300	FINISH	1000	1000	37		370	2740	135	6	6		135		1100	3400	POLICE---ROUGH	SI
3400	POLICE---ROUGH	1100	1100	30		330	2740	120	5	5		120		400	3500	-FINISH	SI
3500	-FINISH	400	400	40		160	2740	58	6	6		58		1000	3600	ELC/SAFETY LOW LVLS-ROUGH	TI
3600	ELC/SAFETY LOW LVLS-ROUGH	1000	1000	32		320	2332	109	8	8		109		200	3700	-FINISH	SI
3700	-FINISH	200	200	37		74	2932	25	6	6		25		1300	3800	DETENTION-ROUGH	TI
3800	DETENTION-ROUGH	1300	1300	35		455	2932	155	11	11		155		500	3900	-FINISH	SI
3900	-FINISH	500	500	45		225	2939	77	6	6		77		400	4000	POLICE---ROUGH	SI
4000	POLICE---ROUGH	300	300	32		256	2932	87	6	6		87		200	4100	-FINISH	SI
4100	-FINISH	200	200	42		84	2932	29	6	6		29		250	4200	SITEWORK	SI
4200	SITEWORK	250	250	17		43	1902	24	4	4		24		5000	4300	GEN COND/BOND/FEE/CONTNGY	TI
4300	GEN COND/BOND/FEE/CONTNGY	5000	5000	35		1750	2023	865	27	27		865					
	WORK ITEM TOTALS	42000	42000	28		11912	2192	5432	27	27		5432	42000				

MONTHLY ACTUAL MAN-POWER		
CUMULATIVE ACTUAL MAN-POWER		
MONTHLY ESTIMATED MAN-POWER	12	
CUMULATIVE ESTIMATED MAN-POWER	12	
MONTHLY ACTUAL WORK IN PLACE		
CUMULATIVE ACTUAL WORK IN PLACE		
MONTHLY ESTIMATED WORK IN PLACE	79	
CUMULATIVE ESTIMATED WORK IN PLACE	79	

DFI	APR *****	MAY *****	JUN *****	JUL *****	AUG *****	SEP *	OCT *****	NOV *****	DEC *****	JAN *****	FEB *****	MAR *****	APR *****	MAY *****	JUN *****	JUL *****	AUG **	SEP *****
	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	3 4	1 2 3 4
	7/ 50																	
SI																		
TI	1/ 6	6/ 35	27/ 159	45/ 263	64/ 374	83/ 484	95/ 554	95/ 554	95/ 554	95/ 554	95/ 554	95/ 554	95/ 554	83/ 486	59/ 344	35/ 205	9/ 53	2/ 13
SI					3/ 110	3/ 56	3/ 56	2/ 110	2/ 56	2/ 56	2/ 56							
SI																		7/ 200
SI									1/ 250		1/ 250		25/ 572	28/ 642	12/ 294			
SI																		
SI																		
SI														2/ 59	2/ 29			
SI						3/ 91	2/ 33	2/ 33	2/ 33	2/ 33	2/ 91							
SI										1/ 70		4/ 55	7/ 74	7/ 74	11/ 108	11/ 107	11/ 107	4/ 55
SI																		
SI			8/ 34	32/ 141	32/ 141	32/ 141	32/ 141											
SI					3/ 81	5/ 29	5/ 28	5/ 28	2/ 71									
SI									4/ 50									
SI					6/ 40	6/ 40	6/ 40	4/ 30										
SI					3/ 21	3/ 75	3/ 74	2/ 74	2/ 56									
TI									7/ 31	26/ 115	44/ 195	62/ 274	73/ 323	73/ 323	74/ 328	74/ 328	74/ 328	62/ 274
TI													1/ 5	3/ 10	14/ 48	21/ 103	21/ 103	21/ 103
SI															2/ 12	2/ 24	2/ 24	2/ 24
SI									6/ 25	15/ 100	15/ 100	15/ 100	14/ 100	14/ 100	14/ 100	14/ 100	14/ 100	14/ 100
TI									1/ 200	7/ 125	10/ 177	13/ 229	10/ 160	10/ 160	10/ 160	15/ 243	13/ 228	11/ 194
TI															3/ 13	10/ 44	40/ 177	
SI														3/ 11	5/ 21	5/ 21	4/ 21	
SI															2/ 17	2/ 9	2/ 25	
SI																3/ 14		
SI																3/ 49	3/ 49	
SI		3/ 17	3/ 33	2/ 32	2/ 32	2/ 32	2/ 32	2/ 32	2/ 32									
SI										4/ 35	4/ 47	4/ 47	4/ 47	3/ 47	3/ 47	3/ 47	3/ 47	3/ 35
SI															3/ 25	3/ 32	2/ 31	
TI		3/ 38	12/ 150	18/ 225	18/ 225	18/ 225	18/ 225	14/ 175	3/ 38	2/ 24								
SI										13/ 105	12/ 105	6/						
TI										2/ 20	6/ 51	20/ 294	48/ 488	60/ 610	60/ 610	60/ 610	60/ 610	45/ 457
TI																		14/ 94
SI																27/ 245	38/ 345	
SI																		
TI		4/ 37	15/ 138	22/ 202	22/ 202	22/ 202	22/ 202	17/ 156	5/ 46	2/ 17								
SI										3/ 43	5/ 43	3/ 22						
TI										1/ 9	2/ 17	11/ 22	19/ 182	24/ 201	24/ 201	24/ 201	24/ 201	19/ 160
SI																		9/ 49
SI															7/ 45	19/ 179	19/ 177	
SI																		
TI	4/ 29	5/ 33	5/ 29	5/ 29	5/ 29	5/ 29	5/ 29	5/ 29	2/ 23	15/ 97	25/ 144	38/ 222	44/ 246	57/ 329	63/ 370	44/ 370	44/ 370	44/ 370
	4/80	5/80	6/80	7/80	8/80	9/80	10/80	11/80	12/80	1/81	2/81	3/81	4/81	5/81	6/81	7/81	8/81	9/81



SCHEME II


JUL
AUG
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MAR
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MAY
JUN
WORK IN MAN POWER
PRODUCTIVITY
ACT
EST
SCALE
PLACE
COMP- LETED
ITEM NO
% PCT WORK

SCHEME II

PACIFIC CONSTRUCTION COMPANY
RESOURCE ALLOCATION CONTROL SYSTEM
PROJECT START [illegible] DATA DATE
PROJECT END JUL 80

GRAPH LEGEND

ACTUAL EST
ACTUAL EST

I=INCREASE S=STRAIGHT M=MANUAL
D=DECREASE E=BELL SHAPED X=MIXED

9294

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
CORRECTIONS DIVISION
2575 CENTER STREET N.E., SALEM, OREGON 97310 PHONE 378-2467

January 16, 1981

The Honorable Donald E. Clark
Multnomah County Executive
Courthouse
Portland, Oregon 97204

Dear Don:

Staff has reviewed the plans forwarded by your architects, for the Multnomah County downtown detention facility. They found the floor plans to be very workable. The designed plans adhere to advance practices for detention facility concepts and meet the standards of our times. Not all issues in the security system are resolved at this time, and we will comment on them when they are received.

I want to congratulate you, the County, and the others involved in this most difficult public building project, for developing such a workable plan that would appear to fit into the downtown area very well.

We look forward to the project completion and if there is any way that we can be of help, please let me know.

Sincerely,

Robert J. Watson
Assistant Director, Human Resources
Administrator of Corrections

RJW:lbv

cc: Mr. Robert Hatrak
Mr. Robert W. Ellison
Mr. Bruce Boyd
Zimmer/Gunsul/Frasca, Architecture & Planning

RECEIVED
DOT DIRECTOR
JAN 19 '81
REFER TO
Info | File

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 19 1981
M | AM | ADM | HBR | CA | RS
PMS | AS | CE | OS | TA | RUE
0 | 1 | 2 | 3 | 4 | F

cc WALSH
cc Klaboe
cc Hunter

NOTED
P. D. [illegible]

cc Don Clark
John the Caddy
sent 1/19/81

AN EQUAL OPPORTUNITY EMPLOYER

1-16-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(8)311

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: I-447

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig. to [illegible]

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12/22/80	Interstate 205	Primary 64

GENERAL LOCATION:

NE Glisan Street - NE Siskiyou Street

GENERAL DESCRIPTION OF WORK:

Right of Way (Functional Replacement - Jail)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Supplement #9 to Consultant Agreement Zimmer Gunsul Frasca

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/13/81 this will confirm the advance approval date and authorization to proceed of 12/22/80 for Supplement #9 to Consultant Agreement with Zimmer Gunsul Frasca Partnership at a TEC of $6,600 Federal Funds $6,086 which includes a net fee of $600.

A signed copy of the agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/16/81	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—651-465

CON 2-2
I-205
Sandy-
Gleason
SR

ROW 12

January 13, 1981

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 9
File 46993
FAP No. I-205-7(8)311 (JAIL)

RECEIVED
STATE HWY ENG
JAN 13 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The original State/Architect Agreement dated January 28, 1980, provides for a complete design of the Justice Center. Subsequently the State has deemed it prudent to receive bids on two alternates for the main building construction (Phase III). One alternate will be the building with a heat recovery system, and the other will be a building without a heat recovery system. This will allow some flexibility toward awarding a construction contract within the limits of funding available.

The use of altnerates will require that a second mechanical system be designed for the building. It will be a system without heat recovery provisions. The design of the mechanical system with heat recovery provisions is a part of the original State/Architect Agreement.

The enclosed Supplement No. 9 covers the cost of designing the second mechanical system.

The addition of this work in an amount not to exceed $6,600, increases the limitation of architectural services under the original agreement, previous supplements, and this Supplement to an amount not to exceed $2,639,753.

We request your concurrence of the verbal approval for this work as received from you on December 22, 1980.

Please return the signed original of the Agreement for our files.

RWE:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/attach.

1-16-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(8)311

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: I-447

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Info | Injer | R/D | Dvlp | Stes | | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 12/1/80

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Manning
FOR

Info | Injer | R/D | Dvlp | Stes | | File

GENERAL LOCATION:

NE Glisan Street - NE Siskiyou only

GENERAL DESCRIPTION OF WORK:

Right of Way (Functional Replacement - Jail)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Supplement #8 to Consultant Agreement
Zimmer Gunsul Frasca Partnership

REMARKS

As requested in Mr. Swan's letter of 1/7/81 this will confirm the advance approval date and authorization to proceed as of 12/1/80 for Supplement #8 to consultant agreement with Zimmer Gunsul Frasca Partnership at a TEC of $12,500 Federal Funds $11,527 which includes a net fee of $695.00.

A signed copy of the agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/16/81	G. K. Hoosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-665

ROW 12

CON 21-2
I-205
County-
Division
IA

January 7, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 8
File 46993
FAP No. I-205-7(8)311 (JAIL)

The original State/Architect Agreement provided for a full-scale model of "a typical inmate room" (Article III, Section C 3). As the design developed it became evident that two inmate rooms would share a common mechanical chase and that a full-scale model of two adjacent inmate rooms with common chase would be necessary. The Architect has been able to provide the two rooms and chase plus furnish and equip one room with the funds available under the original agreement.

It is desirable to furnish and equip the second room with items which present a lesser degree of security than that in the original room. Testing the secure ability of each room may allow use of lesser secure items than originally planned and result in a cost savings to the Downtown Detention Center.

It is also necessary to install air fans and duct work in order to demonstrate the performance of the secure air supply systems and grilles. This will allow making any obvious changes in the air supply and return systems prior to going to contract. Such early changes should result in cost savings.

As a result of testing the security systems in each room, it will be necessary to revise, replace, or renew some of the security items. This will require additional work not provided for in the original agreement.

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DOT DIRECTOR
JAN 8 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The enclosed Supplement No. 8 covers the above additional items.

The enclosed letters from the Architect (November 7, 1980) and the Construction Manager (November 19, 1980) provide additional information.

The addition of this work in an amount not to exceed $12,500 increases the limitation of architectural services under the original agreement, previous supplements, and this Supplement, to an amount not to exceed $2,633,153.

We request your concurrence of the verbal approval for this work as received from you on December 1, 1980.

Please return the signed original of the Agreement for our files.

RWE:jh
enc.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/attach.

1-16-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(8)311

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: I-447

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10/20/80	Interstate 205	Primary 64

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Moehring
FOR

GENERAL LOCATION:

NE Glisan Street - NE Siskiyou

orig. to:

GENERAL DESCRIPTION OF WORK:

Right of Way (Functional Replacement - Jail)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Supplement #7 to Consultant Agreement Zimmer Gunsul Frasca Partnership

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/9/81 this will confirm the advance approval date of 10/20/80, as being in the public interest, for Supplement #7 to Consultant Agreement with Zimmer Gunsul Frasca Partnership and authorization to proceed with the necessary work at a TEC of $6,495 Federal Funds $5,990 with no additional consultant net fee.

a signed copy of the Agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/16/81	G. K. Hoesmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

ROW 12 I-205 Sandy-Glisan Int.

January 9, 1981

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 7
File 46993
FAP No. I-205-7(8)311 (JAIL)

The original State/Architect Agreement (dated January 28, 1980) for the design of the Justice Center, was supplemented (Supplement No. 4) to provide services in connection with shoring tie-backs which had failed. The services included design of replacement tie-backs and a soils consultant to monitor installation and testing of the corrective work. You previously approved Supplement No. 4.

At the time Supplement No. 4 was written, it was assumed we had about 37 tie-back failures. Before we were done there was a total of 66 failures including a few replacements of replacements. The failures occurred because of sub-surface conditions which were different than anticipated.

The location and angle of drilling tie-back holes under the City streets required approval from the City of Portland Building Division for each instance. A condition of the City's approval was that the tie-back replacement work be fully monitored by the Soils Consultant.

In order to keep the tie-back corrective work progressing as fast as possible, the Soils Consultant continued the required monitoring until all corrective work was completed.

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DOT DIRECTOR
JAN 9 '81
REFER TO
FOR
Info | Invest | R/D | D/K | Sign | Act | File

Prior to the commencement of the tie-back remedial work, the Soils Consultant had worked for both the Architect (ZGF) and the Construction Manager (Turner). During the initial phase of the remedial work, which included design and monitoring for the period covered by Supplement No. 4, the Soils Consultant was working for ZGF. At the end of that period ZGF assumed, incorrectly, that the Soils Consultant was again working for Turner. As indicated in the ZGF letter of November 17, 1980, (attached) ZGF and Turner came to agreement that the remedial period during which the Soils Consultant was working under ZGF jurisdiction was September 22 to November 10, 1980 (our Project Manager, R. W. Ellison, agrees with this).

Supplement No. 4 covered the Consultant's costs until October 20, 1980. Costs beyond that date and until November 10, are the subject of the attached Supplement No. 7. These costs were required to insure that the remedial work as completed, was adequate for the project and to comply with City requirements for monitoring.

Due to the confusion as to responsibility between ZGF and Turner, and the press of work for our Project Manager, monitoring of expenditures by the Soils Consultant was confused at best, and it was not realized that work was being done without formal approval by the State.

This work was required as explained above, and had to be done at the time it was performed in order to prevent delay on the job site and resultant extra cost. In spite of the confusion that existed, ZGF and the Soils Consultant were acting in good faith and performed the required work in a timely manner. Authorization to perform the work would have been readily given at the time if the need for such authorization had been realized. The need was not realized because the circumstances were thoroughly clouded with confusion.

Your approval of the attached Supplement No. 7 which compensates ZGF for the work done by the Soils Consultant during the confusion period (October 20 through November 7) is requested.

Please return the signed original of the Supplement for our files.

RWE:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd w/attach.

294

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

January 13, 1981

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 15 1981

Captain Roger Dingeman
Oregon State Crime Lab
222 S.W. Pine
Portland, Oregon 97204

Bob please discuss
83

Dear Capt. Dingeman:

This is a follow-up to our agreement to provide space for the Oregon State Police Crime Lab in the City Police Facility at the Justice Center. On November 5, 1980, the City Council and the State Highway Division reached an agreement for construction of the Police Facility. This includes 6,800 square feet of space on the 12th floor for the Crime Lab. The City will provide standard tenant improvements but not the special equipment that is unique to the Crime Lab operation. It is our understanding that such special equipment will be transferred from the present Crime Lab at the City Police Headquarters building. There also may be other improvements the State may require of which I am not aware.

I have enclosed a form of agreement that incorporates the conditions outlined in the February 19, 1980 letter from Superintendent John C. Williams/William R. Seibert. The exhibits include a plan of the Crime Lab location and a list of tenant improvements that will be provided and installed at the direction of the State Police.

Basically, I think the following things now have to be accomplished.

1. City and State Police should reach final agreement on lease of space.

2. State Police should determine its tenant improvements. This will probably require the services of an interior designer. I believe the Highway Division (Bruce Boyd) has offered to assist in obtaining such services.

3. State Police should determine who will install the tenant improvements. I believe it is too late to include the work in the Phase III Justice Center construction bid, but it is entirely possible for the City to arrange for the contractor selected for the Phase III work to do the State Crime Lab improvements. The State Police also could arrange for a

separate contractor to make the improvements. In any event, as part of our agreement with the Highway Division, the Highway Division will install the standard tenant improvements or provide the State Police an equivalent dollar credit for the work.

The Highway Division has informed the City that the Police Facility will be ready for occupancy in the late spring of 1983. At that time, the City Police will be moving to the Justice Center. Mayor Ivancie has requested the Portland Development Commission to make arrangements for disposal of the Police Headquarters Block.

Spring 1983 does seem a long time off, but there is much work to be done. I would like to meet with you in the near future to discuss how we will proceed.

Sincerely,

Earl Bradfish

Earl Bradfish
Director

EB:en
Enclosures

cc: Bruce Boyd
Wayne Sullivan
Tuck Wilson

SUBLEASE AGREEMENT

THIS SUBLEASE AGREEMENT entered into this _____ day of _____, 198___, between the CITY OF PORTLAND (Lessor) and DEPARTMENT OF STATE POLICE, STATE OF OREGON (Lessee).

WHEREAS Lessor entered into an agreement (Agreement) on November 5, 1980 with State of Oregon, Department of Transportation, Highway Division (State) to construct a City Police Facility and other improvements in the Justice Center (Building) on that certain real property situated in the City of Portland, Oregon, Block 25, Portland Addition and,

WHEREAS, Lessee desires to sublease a portion of the Building from Lessor.

NOW, THEREFORE, in consideration of the terms, conditions, and covenants contained herein, the parties agree as follows:

1. PREMISES

Lessor hereby subleases to Lessee and Lessee hereby subleases from Lessor upon the terms, conditions, and covenants hereinafter set forth, the "Premises" known and described as approximately 6,800 square feet on office floor 12th (Premises) which are a part of the Building. The location of the Premises is outlined in red on Exhibit "A". The Premises shall be finished by Lessor at Lessor's expense with the items listed in Exhibit "B" as Standard Tenant Improvements.

2. TERM

A. Except as provided in Section 24 hereof, the term of this Sublease shall be for a period of five years commencing on the first to occur of the following dates: (1) The date Lessor tenders delivery of possession of the Premises to Lessee, provided that Lessor has given Lessee 90 days written notice of Lessor's intent to tender delivery possession on or about such date; or (2) the date Lessee begins to transact business on, at, or from the Premises. If the first day of the term of this Sublease shall be a day other than the first day of a calendar month, then the term of this Sublease shall be deemed extended by the number of days between the commencement date of this Sublease and the first day of the first calendar month thereafter, so that the term of this Sublease shall expire at the end of a calendar month.

B. Lessor shall be deemed to have tendered delivery of possession of the Premises to Lessee when Lessor has given Lessee notice that possession of the Premises is being delivered and Lessor's work set forth in Exhibit "B" shall have been substantially completed, except for the noncompletion of items which are dependent on work to be performed by Lessee and except for the noncompletion of items which will not prevent or interfere with Lessee's use of the Premises and which are either minor in nature or cannot be completed because of climatic conditions. Lessor shall use and continue

to use Lessor's best efforts to substantially complete the work to be performed hereunder by Lessor by July 1, 1983, except as above set forth and subject to the terms of Paragraph 19, or as soon thereafter as reasonably possible.

C. Lessee is hereby granted three (3) five-year renewal options to extend this Sublease. The same terms and conditions shall apply, except the rent shall be adjusted to account for any increases in Lessor's operating and maintenance costs. The costs of operating and maintaining the Building shall include without limitation the costs of management, repair, maintenance, security service, janitor service, groundskeeping, power, gas, light, heating, air conditioning, water, other utility services, garbage collection, and insurance maintained by Lessor including the value of self-insurance, but shall not include alterations or depreciation.

D. At the expiration or sooner termination of this Sublease, Lessee shall surrender and deliver up the Premises to Lessor in the same condition as Lessee receives the Premises, ordinary wear and tear excepted.

3. RENT

Lessee shall pay Lessor the sum of Five Thousand Four Hundred Forty Dollars ($5,440) per month as rent. Lessee shall pay the rent in advance on the first day of each calendar month throughout the term of this Sublease. The rent payments shall commence on the commencement of the term of this Sublease, with proration of rent for any partial calendar month. Lessee shall pay all rent without deduction or offset, prior notice, or demand, at the Office of General Services, Room 400, City Hall, Portland, Oregon 97204, or at such other place or places as Lessor may designate from time to time.

4. LATE PAYMENT OF RENT

Any installment of rent due to Lessor from Lessee which shall not be paid when due shall bear interest at the rate of ten percent (10%) per annum from the date when it is due hereunder until it shall be paid. Notwithstanding any dispute between Lessee and Lessor hereunder, Lessee shall make all payments when due and shall not withhold any payments pending the final resolution of the dispute. In the event of a determination that Lessee was not liable for payments or any portion thereof, the payments, or excess of payments as the case may be, shall be credited against subsequent payments due hereunder.

5. USE

A. Lessee shall use and occupy the Premises for general offices and laboratory and for no other purposes. Lessee may install tenant improvements as described in Exhibit "C". Prior to making or adding the improvements described in Exhibit "C", Lessee first shall submit plans and specifications therefor to Lessor and obtain Lessor's written consent thereto, which

consent shall not be unreasonably withheld. All work done in making improvements shall be done in strict compliance with all applicable building, fire, sanitary, and safety codes, and other applicable laws, statutes, regulations and ordinances, and Lessee shall secure all necessary permits for the work. Except as permitted herein, Lessee shall not make any substantial changes or alterations in the Premises and shall not make any substantial additions thereto, except with the written consent of Lessee and upon such terms as may be agreed upon. This shall not prevent Lessee, without Lessor's consent, from temporarily affixing personal property to the Premises, provided Lessee shall repair any damage to the Premises when the property is removed. Lessee shall keep the Premises free from all liens in connection with any work done by Lessee. All work performed by Lessee shall be carried forward expeditiously, shall not interfere with construction of the Building, with Lessor's work, or with the work to be performed by or for other tenants, and shall be completed within a reasonable time. All such work shall be completed in a good and workmanlike manner.

B. Lessee shall not use or permit in the Premises anything that will increase the rate of fire insurance thereon or prevent Lessor's taking advantage of any ruling of the Insurance Services Office of Oregon or its successors which would allow Lessor to obtain reduced rates for long-term policies. Lessee shall not maintain in the Premises anything that may be dangerous to life or limb. Lessee shall not deface or injure the Building or any portion thereof in any manner; overload the floors; permit any objectionable noise or odor to escape or to be emitted from the Premises; permit anything to be done upon the Premises in any way tending to create a nuisance or to disturb any other tenants of the Building or to injure the reputation of the Building; or use or permit the use of the Premises for lodging or sleeping purposes; or for any immoral or illegal purposes. Lessee shall comply at Lessee's own cost and expense with all orders, notices, regulations, or requirements of any municipality, state, or other governmental authority respecting the use of the Premises.

C. Lessee shall not, without Lessor's written consent, operate or install any electrical equipment or operate or install any machinery or mechanical device on the Premises other than that normal to office and laboratory use. Lessee shall not overload electrical circuits.

D. Lessee shall not attach any awnings to the outside of any windows of the Premises.

E. Lessee shall not allow anything to be placed on the outside window ledges of the Premises. Lessee shall not permit anything to be thrown out of the windows of the Premises.

F. Lessee shall not display, inscribe, paint, or affix any sign, picture, advertisement, or notice to any of the glass or woodwork of the Premises, except as approved by Lessor, including approval as to design should Lessor so desire. Lessee shall not hang or place any signs or devices against the windows of the Premises nor on the exterior of the Building except as approved by Lessor, including approval as to design should Lessor so desire.

6. ACCESS TO PREMISES

Lessor and its designees may retain and use a passkey to the Premises to enable them to examine the Premises in any emergency, to provide general inspection and maintenance of the Premises, to exhibit the Premises, or for any other purpose connected with Lessor's rights and obligations.

7. ASSIGNMENT AND SUBLETTING

Lessee shall not assign this Sublease or any interest hereunder; shall not permit any assignment hereof by operation of law; shall not sub-rent or sublet the Premises or any portion thereof; and shall not permit the use or occupancy of the Premises by other than Lessee and its agents and employees, without first obtaining the written consent of Lessor.

8. LIABILITY FOR INJURY DAMAGE

A. Lessor shall not be liable to Lessee for damage to person or property resulting from the negligence of a co-tenant or anyone else other than Lessor, or for any damage to person or property resulting from any condition of the Premises or other cause, including, but not limited to, damage by water, not resulting from the negligence of Lessor.

B. Lessee shall indemnify and save harmless Lessor against and from any and all claims by or on behalf of any person, firm, or corporation arising from the conduct or management of or from any work or thing whatsoever done by Lessee or its agents, contractors, servants, or employees in or about the Premises or the Building, and will further indemnify and save harmless Lessor against and from any and all claims arising from any breach or default on the part of Lessee in the performance of any term, covenant, or condition to be performed by Lessee under the terms of this Sublease or arising from any act or negligence of Lessee, or any of its agents, contractors, servants, or employees, occurring during the term of this Sublease in or about the Premises or the Building, and from and against all costs, counsel fees, expenses, and liabilities incurred in or about any such claim or action or proceeding brought thereon. In case any action or proceeding be brought against Lessor by reason of any such claims, Lessor at its option may require that Lessee resist or defend such action or proceeding at Lessee's own cost and expense and by counsel reasonably satisfactory to Lessor.

9. CARE OF PREMISES

Lessee at all times shall take good care of the Premises.

10. FURNITURE AND BULKY ARTICLES

Lessee shall move safes, furniture, or bulky articles in or out of the Premises only at such hours and in such manner as shall least inconvenience other tenants, and as the Lessor shall decide. Lessee shall not move any safe or other article of over 1,000 pounds into the Premises without the consent of Lessor, and Lessor shall have the right to determine the position of any article of such weight in the Premises.

11. ELECTRIC SERVICE

The Lessor shall furnish electric current and lamps for light in such quantity and of such wattage as in the Lessor's opinion shall be necessary; and if the tenant demands additional electric service, it is understood that the same shall be paid for at the public utility's regular scheduled rate.

12. ELEVATOR SERVICE

Elevator service and heat and janitor service will be furnished in accordance with the regular schedule of the building; but that failure to furnish elevator service, light or heat or janitor service, when such failure is caused by accidents, strikes or other causes beyond the reasonable control of the Lessor, shall not make for an abatement of rent, nor release the Lessee from the prompt fulfillment of any of the covenants of the Lessee under this lease or render the Lessor liable for damages therefor.

Lessor may change such schedule of janitorial service, or the nature and extent of such service, whenever Lessor shall deem such change necessary, desirable or expedient. Lessee shall be solely responsible for the professional cleaning and upkeep of any and all carpeting and drapery installed in the Premises.

13. AIR CONDITIONING

It is understood and agreed that air conditioning will be furnished by Lessor in accordance with the regular schedule of the building, but that failure to furnish air conditioning, when such failure is caused by accidents, strikes or other causes beyond the reasonable control of the Lessor, shall not make for an abatement of rent, nor release the Lessee from the prompt fulfillment of any of the covenants of the Lessee under this lease or render the Lessor liable for damages therefor.

14. BUILDING REGULATIONS

Lessor, for the proper maintenance of the Building, the rendering of good service, and the providing of safety, order, and cleanliness, may make and enforce Building regulations appropriate for such purposes but not in enlargement of or inconsistent with the terms, covenants, and conditions of this Sublease.

15. WAIVER OF BREACH OF COVENANT

No waiver of any breach of any covenant, term, or condition of this Sublease shall be effective unless in writing. No waiver of any one breach shall be a waiver of any other breach.

16. MODIFICATION

This Sublease may be modified only by endorsement in writing attached to this Sublease, dated and signed by all the parties hereto. Lessor shall not be bound by any oral or written statement of any servant, agent, or employee purporting to modify this Sublease.

17. WAIVER OF SUBROGATION

Lessor shall be responsible for insuring the Premises and Lessee for insuring its personal property and trade fixtures located on the Premises. Neither party shall be liable to the other for any loss or damage caused by water damage, sprinkler leakage, or any of the risks covered by a standard fire insurance policy with an extended coverage endorsement, and there shall be no subrogated claim by one party's insurance carrier against the other party arising out of any such loss.

18. SQUARE FOOTAGE

Lessee shall verify the approximate square footage of the Premises from the architect's plans. The rent shall not be adjusted by reason of any claimed variation in square footage by either party.

19. PERFORMANCE BY LESSOR

Lessor shall not be deemed in default for the nonperformance or for any interruption or delay in performance of any of the terms, covenants, and conditions of this Sublease if due to any labor dispute, strike, lockout, civil commotion or like operation, invasion, rebellion, hostilities, military or usurped power, sabotage, governmental regulations or controls, inability to obtain labor, services or materials, or act of God or other cause beyond the reasonable control of Lessor.

20. DEFAULT BY LESSEE

If (a) Lessee shall fail to pay any rent payable hereunder within 15 days from the date such rent is payable, or (b) Lessee shall fail to keep any other term, covenant, or condition herein, or (c) Lessee shall abandon or vacate the Premises without the consent of Lessor, or (d) Lessee's interest in this Sublease or any part thereof shall be assigned or transferred without the consent of Lessor, either voluntarily or by operation of law, then in any of such events Lessee shall be deemed to be in default hereunder.

If the Lessee should, after written notice, fail to remedy any default with all reasonable dispatch, not exceeding 30 days, then Lessor shall have the right, at its option, without any further demand or notice (a) to terminate the Sublease and re-enter the Premises and eject all parties in possession therefrom, or (b) to re-enter the Premises and eject all parties therefrom, and without terminating the Sublease relet the Premises, or any part thereof, upon such terms and conditions as Lessor may deem advisable, in which event the rents received on such reletting shall be applied first to the expenses of reletting and collection, including necessary renovation and alteration of the Premises; reasonable attorney's fees, and any real estate commissions actually paid, and the balance shall be applied toward payment of all sums due or to become due to Lessor hereunder, and if a sufficient sum shall not be thus realized to pay such sums and other charges, Lessee shall pay Lessor any deficiency. The foregoing

remedies of Lessor are in addition to and not exclusive of any other remedy of Lessor, including, but not limited to, the right to recover rent as it becomes due without terminating this Sublease or Lessee's right to possession of the Premises. Any re-entry shall be allowed by Lessee without hindrance, and Lessor shall not be liable in damages for any such re-entry or be guilty of trespass.

21. TITLE TO PROPERTY

Title to the Building, the land on which it is located, all related facilities as necessary or convenient thereto, all structural additions thereto, and all fixtures, equipment, furnishings and apparatus placed therein by Lessor or replacements thereof placed therein by Lessor or Lessee, shall remain the property of the Lessor, provided, however, the Lessor may require that the Lessee remove upon termination of this lease any additions made or fixtures added by Lessee at Lessee's expense. Title to all other furnishings, machinery, equipment, and other tangible property placed in the Premises by Lessee shall remain in Lessee.

22. COVENANTS

Lessee covenants and agrees that it will not take or permit to be taken any action that would cause the Agreement or this Sublease, or any part thereof, to be invalid, or that would cause the interest on bonds issued to finance the Building to become taxable to the holders of the bonds under Section 103 of the Internal Revenue Code of 1954, as amended; provided, that Lessee shall not have violated this covenant if the interest on the bonds becomes taxable to a person who is a substantial user of the Facilities or a related person pursuant to the provisions of Section 103(b)(8) and 103(b)(6)(C) of the Internal Revenue Code of 1954, as amended.

23. INTENT

It is the intention of Lessor and Lessee that this Sublease shall not in any way impair or affect Lessor's right under the Agreement, dated November 5, 1980 between Lessor and State, and that this Sublease shall not constitute a restriction on, assignment of, or transfer of Lessor's rights and interests under the Agreement, or transfer that is contrary to the rights of State. All provisions hereof shall be construed so as not to be such an impairment, effect, restriction, assignment, or transfer, and in the event a provision is so construed, the provision shall be deemed to be void.

24. TERMINATION

A. Except as provided in Section 20 hereof and in this Section, this Sublease shall not be subject to termination by Lessor.

B. If the Lease is terminated due to a non-appropriation by Lessor as provided therein, then this Sublease shall terminate.

25. EXHIBITS AND ADDITIONAL PROVISIONS

Exhibits "A, B, and C" which are referred to in this Sublease are attached hereto and by this reference incorporated herein.

26. NOTICE

Notice provided for hereunder shall be sufficient if deposited in the United States Mail, postage prepaid, and if to Lessor addressed to City Auditor, City Hall, Portland, Oregon 97204, and if to Lessee addressed to Superintendent, Department of State Police, Public Service Building, Salem, Oregon 97310.

27. COMPLETE AGREEMENT

This Sublease constitutes the entire, complete, and final expression of the agreement of the parties.

IN WITNESS WHEREOF, the parties have executed this Agreement in duplicate on the day and year first herein written.

CITY OF PORTLAND
(Lessor)

By _____
Commissioner of Public Safety

By _____
Auditor

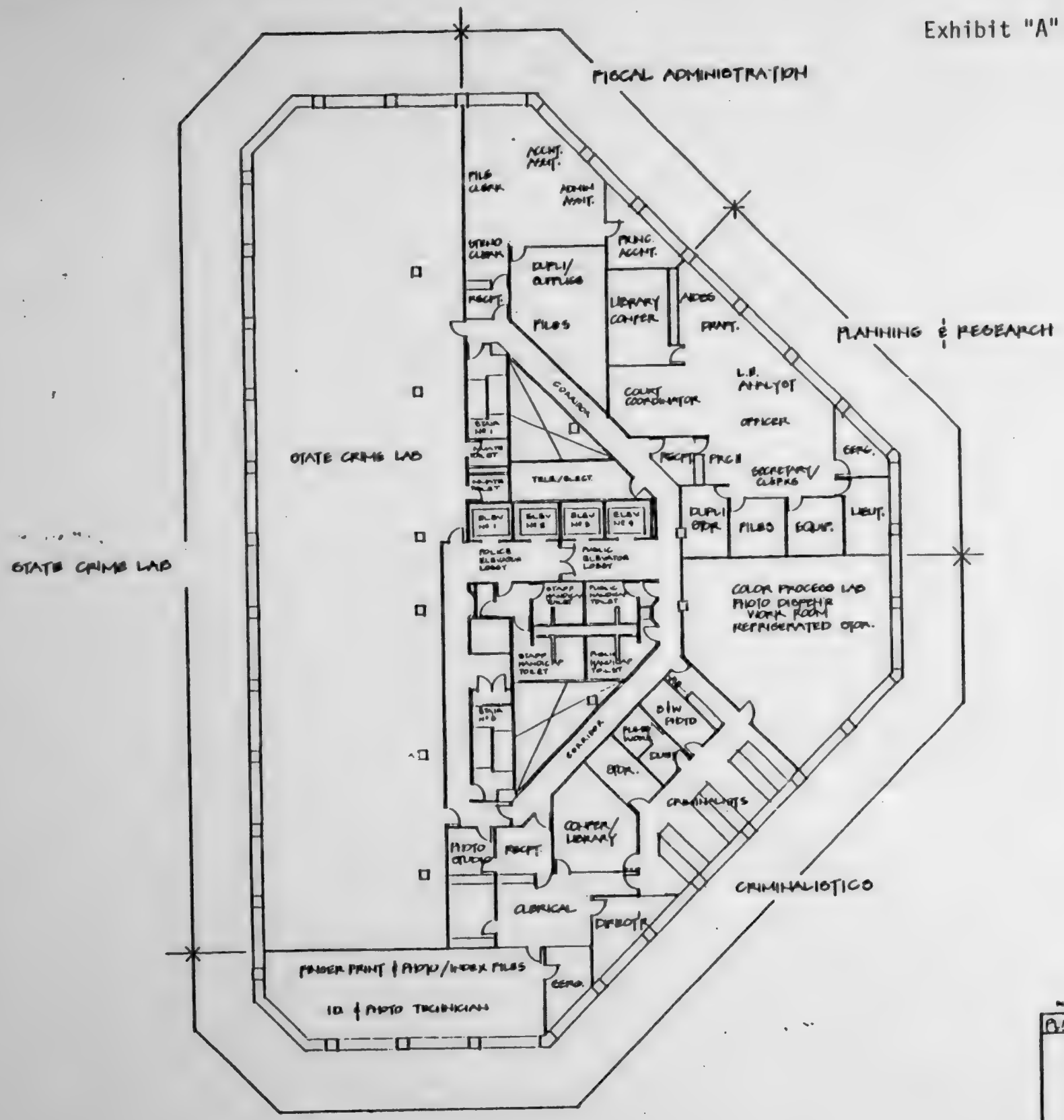
DEPARTMENT OF STATE POLICE,
STATE OF OREGON
(Lessee)

By _____

Approved as to form:

_____
City Attorney

Exhibit "A"



PLAN, 12TH FLOOR - POLICE

ZIMMER GUNSUL FRASCA PARTNERSHIP

JUSTICE CENTER

Multnomah County City of Portland

15

Exhibit "B"

JUSTICE CENTER "STANDARD"

TENANT IMPROVEMENTS

(ZGF 11/24/80)

Ceiling	2'x2' x 3/4" glass fiber layin throughout.
Interior Partitions	Painted, dry wall ceiling-height partitions provided at the rate of one lineal foot of partition for each 12 net square feet, including rubber base and special closure required at exterior wall.
Interior Perimeter Walls	Painted drywall on metal studs to match appearance of interior partitions.
Floor Covering	Office and Corridors - Hollytex Athena carpet or equal with rubber base.
	Laboratory and other space where carpet is not appropriate - vinyl asbestos tile with rubber base.
Doors	Solid core wood, finished door with hardware and metal frame - one door per 215 net square feet.
Electrical	One duplex electrical convenience outlet per 150 net square fee, 50% in walls, 50% on floor monuments.
Telephone	One telephone outlet per 200 net square feet, 50% in walls, 50% on floor monuments with electrical outlet.
Wall Switch	One electrical wall switch per 300 net square feet.
HVAC	275 square feet maximum per diffuser on outside wall, 200 square feet maximum on interior, one zone control per 900 sq. ft.
Lighting	2'x4' - 3 lamp recessed fluorescent parabolic lighting fixtures providing 75-80 footcandles, one unit per 75 net square feet.
Fire Sprinklers	As required.

9-14.

ROW 12

January 7, 1981

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
Original State/Architect Agreement
File 46993
FAP#I-205-7(8)311 (JAIL)

RECEIVED
DOT DIRECTOR
JAN 7 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Your letter of February 5, 1980, approved the original State/Architect Agreement (Dated January 28, 1980) for a maximum expenditure of $2,360,000 instead of the $2,540,000 for which the agreement was written.

Our original submission was for approval of the $2,540,000 total. Unfortunately, because of the press of time, the complexity of the matter, and inadvertent omissions, it appeared that the justification was only for $2,360,000. Our intent was to support the $2,540,000 which we believed to be reasonable and equitable. Your approval was based on the apparent justification for the lower amount.

Attached is documentation which more clearly details justification for the total amount of the Agreement.

The original State/Architect Agreement shows a total maximum cost not to exceed $2,540,000. The wording of the Agreement is such that unless the scope of the work is changed, the maximum will not be increased even though the cost to the Architect exceeds that amount.

The Agreement includes several items which are not included in the normal architectual design contract. These non-normal items (see attached) amount to $379,504. This amount deducted from the total agreement amount of $2,540,000 results in an "adjusted normal Architect Design cost" of $2,160,500. (See attached). This is the amount which should be used when making comparisons with other normal architectural design costs.

In order to justify the "adjusted normal architects design costs", the State has made independent estimates of the Architect's fee based on (1) estimated number of architectural drawings required for the project; (2) the Architect's fee based on AIA design cost curves; and (3) a comparison with recently built facilities (see attachments). In all cases the estimates are higher than the "adjusted normal architects design cost". The estimates are: (1) $2,326,674; (2) $2,340,000; and (3) the average Architect fee for the recently built facilities is 5.76% of the construction cost. The "adjusted normal architects design cost" for our project is $2,160,500 or 4.8% which is less than any of the three estimates. In fact, the total amount of the architectural design agreement for our Justice Center (including the "non-normal" items) is 5.64% which is less than the averages shown for the three recently completed facilites.

Your approval of the original Architectural Design Agreement in amount of $2,540,000 is requested.

Very truly yours,

D. E. Swan
Operation Programming Engineer

RWE:jh
bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
D. H. Moehring
J. B. Boyd

9274

Architecture/Planning/Interior Des

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

January 6, 1981

Architectural Barriers Subcommittee
Metropolitan Human Relations Commission
430 SW Morrison, Room 312
Portland, Oregon 97204

Attention: Ms. Elise Anfield

Reference: Job No. 6027, Justice Center

Subject: Handicapped Requirements

Gentlemen:

This letter confirms our telephone conversation of January 5, 1981.

The "Proposed Rules" contained in the August 18, 1980, Federal Register have an effective date of September 9, 1980 as indicated in the Tuesday, November 25, 1980, Federal Register.

You stated that the Justice Center Project which commenced construction in May 1980 would be classified as an existing building and thus exempt from these rules and regulations.

You further stated that the applicable handicapped rules for this project are:

Uniform Building Code: Chapter 31, Architectural Barriers
The "New" ANSI Standards

I have reviewed the content of our January 5 telephone conversation with the Owners. At their request, please furnish us with written documentation for our files that the September 9, 1980 "Proposed Rules" in the Federal Register are not applicable to this project and that, as you stated, the handicapped requirements for this project are limited to Chapter 31, UBC and the new ANSI Standards.

Sincerely,
ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:db

cc: ODOT, R. W. Ellison

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 12 1981
AM ADM RBR CA RS
PMS AS CE OS TA RUE
0 1 2 3 4 F

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr. AIA Larry S. Bruton James W. Bostwick

Metropolitan Human Relations Commission

ADVISORY COMMITTEE ON THE DISABLED

Multnomah County • City of Portland

December 12, 1980

RECEIVED
DEC 17 1980
MAYORS OFFICE

Ms. Linda Roberts, Executive Director
Metropolitan Human Relations Commission
Rm. 312, Corbett Building
430 S. W. Morrison Street
Portland, Oregon 97204

Dear Ms. Roberts:

As members of the Architectural Barriers Subcommittee of the City/County Advisory Committee on the Disabled, we have made a preliminary review of plans for the Justice Center facility. Our function is to advise the City of Portland and Multnomah County of their obligations to the disabled under Federal and State mandates to assure accessibility of all facilities and programs.

After review of the plans for the Justice Center, we believe that full compliance has not been achieved. We feel it is imperative that we meet with project managers and government representatives to provide input on overall accessibility in order to prevent construction of a multimillion dollar facility which would require major remodeling to correct errors which should now be prevented during the planning and design stage.

We are anxious to assist in assuring that all citizens are guaranteed equal access to this important facility. As construction will begin soon, we request a response within ten (10) days of receipt of this letter.

Respectfully,

Judith Hadley, Chairperson
Architectural Barriers
Subcommittee

JH:gp

cc: Donald E. Clark, County Executive - Comm. Gladys McCoy
Mayor Francis J. Ivancie - Comm. Mike Lindberg

Corbett Building, Room 312
430 S.W. Morrison Street
Portland, Oregon 97204 • 248-4187

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: January 6, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Earl Bradfish Meeting
Negotiations With City of Portland
Justice Center
File 46993
FAP No. I-205-7(8)311 (JAIL)

I met with Mr. Earl Bradfish in a luncheon meeting January 5, to discuss items previously reviewed in my memos of December 31 on the crime lab and on the negotiations with the City of Portland. All the subjects were covered and I believe solved to the satisfaction of Mr. Bradfish, except the crime lab. He will proceed to document what the City proposes to provide the State Police and to resolve that issue as quickly as possible.

Bob Ellison and I still have the Architect on the tact that we will proceed to refine the crime lab estimate, but will assume at this time that it will not be included in the first contracts. It will be the subject of either a price agreement later or a small contract at the end of the construction program. He will proceed to detail on architectural sheets, the layout that Mr. Rich Brooks has prepared for the crime lab.

JBB:jr

Attach. Dec. 31 memos
cc: Bob Ellison

1981 Justice Center, Phase 3 9294
in Portland. #1

C&A 3439 11-26-79 8-27-80, 10-31-80, 11-7-80

1981 Justice Center, Phase 3 9294
in Portland.

#1

CLA 3439 11-26-79, 8-27-80, 10-31-80, 11-7-80

9294

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: December 31, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Crime Lab
Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)

The crime lab is a problem which has arisen through a lack of communications between the parties involved. There is an indirect relationship and cost cross responsibilities between various parties to this problem. For whatever reasons the problems have arisen, Mr. Bob Ellison and the writer see a necessity to analyze, define solutions, and define responsibilities.

The problem simply outlined, is as follows:

1. State Justice Center project to provide space with those items shown in the attached memo from ZGF under number 1.

2. State agreed to provide within the Police budget, the cost of ordinary office space improvement estimated to be $109,000.

3. Who provides for the following:

   a. Architectural, mechanical, and electrical additives required to make this a crime lab above those costs shown in 2 (the gap).

   b. Who provides the cost of those features normally under real property negotiations to be considered tenant improvements, i.e., disassembly of equipment, reassembly of equipment at new location. This would include those items shown as double asterisks on sheet 2 of the attached ZGF report.

   c. True moving expenses which are indicated in the bottom subject on ZGF's memo, page 3.

Solutions to this problem involve direct negotiations between several parties. The original concept was to have Mr. Earl Bradfish do the negotiating with both the City Police and the State Police. The problem does not appear to have been solved insofar as can be determined. In

order to proceed to a solution, the following has been decided upon by Mr. Bob Ellison and myself on December 30 after discussing the problem with Captain Dingeman, and Lieutenant Brooks of the State Police, and with Mr. Jack Cornwall of ZGF.

1. Mr. Jack Cornwall will provide architectural drawings utilizing Lieutenant Brooks' schematic sketch to fit his wishes into the space provided.

2. He will prepare a more sophisticated estimate of the relocation problem utilizing the concepts of responsibility shown in the earlier outline.

3. I will determine with direct negotiations with Mr. Earl Bradfish, what the City intends to furnish in the way of funds to provide the gap between normal office space costs which we agreed to include within the guaranteed maximum, and the real property elements which are required to provide a crime lab for the State Police.

4. We shall make it clear that there are additional responsibilities of the State Police in providing the disassembly and the assembly of the crime lab no matter where the installation finally is located. (It will be noted that considerable construction activity would be required to fit the crime lab into the Barlow School installation which is an alternate location provided negotiations break down.)

Finally, it is perfectly understood that the State Police budgets are severely strained and we have a responsibility as a sister State agency, to provide whatever assistance that we can to the State Police within the limits of our ability to do so. It is fairly obvious that this crime lab cannot be included within the General Contract. The complexity of the breakdown and the moving and the reassembly of the trade fixtures involved, appears to be better accomplished by (1) a small contract; or (2) utilization of State building crews which would allow the salvaging and reuse of many additional materials in the existing complex.

JBB:jh

cc: Bob Ellison

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: December 31, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Negotiations With City of
Portland
Justice Center
File 46993
FAP No. I-205-7(8)311 (JAIL)

We have received communications from Mr. Earl Bradfish, City of Portland owner's representative, recently outlining problems which he foresees, and one problem that the writer foresees. I will ennumerate these problems and outline what I believe are solutions:

1. Crime lab. It appears that there is a definite lack of communication between the parties to the crime lab. A disparity between what the State Police believe they will receive and what it will cost them, and what the State intends to provide under the Justice Center contracts. This disparity must be resolved and it appears the only one that can resolve it is Mr. Earl Bradfish. He must outline what he intends to provide in the way of funds to narrow the gap between our position and the position of the State Police.

2. Memo, December 19, 1980, Subject: Turner Management Report No. 8. Between the memo and the Turner Management Report, it appears that there is a misunderstanding. The Turner Management Report indicates a combined impact of the physical delays and those which can be solved by planning activities. The Turner Report indicates a combined impact delay of 22 weeks, the physical delays such as the Lenox Hotel, the U.S. made steel products, and the soil conditions, total 21 weeks. It is my belief that the Turner Report and Mr. Bradfish's concern's are within a reasonable range one of another, and that the impacts are not caused by management, but by actual physical problems.

3. Memo, December 22, 1st paragraph. Cost of heat recovery system. I concur that if extra costs are involved it is for the second system or the one without the heat recovery system. They are generally the same expense, one or the other whichever is the extra. The appearance to me at the present time is that we should bid the building in two alternate modes complete. The heat recovery systems affect all interested parties, it should be included in the building if it is possible, it has a 10-year pay off period which in the life of this building is a fairly modest amount of time. The owners must decide at the time bids are received, which of the alternates is the one they can afford. If the bids are over the budgets which are estimated,

City and County will have to decide who provides the additional monies to provide the heat recovery system or if it is logical that they do so. The State and Federal Highway Administration are agreeable to the costs involved in the Downtown Detention Center because of both Federal government and State government concerns with energy conservation. They, however, cannot subsidize the City's and the County's interest in this system and they must decide whether it is in their interest to provide the additional monies as the savings will accrue to them over the life of the structure.

Paragraph 2. This is a misunderstanding. These are the only two additive alternates in the project with the change in the bidding procedures on the energy recovery system. There is no additional design cost for these two additive alternates.

Paragraph 3 is a discussion of the problems of the additive alternate system of bidding. With a one-owner project additive alternates could be utilized by the owner to determine a low bid situation if he chose, provided the bidding laws of the project are not violated. The FHWA through its bidding process, cannot agree to the use of additive alternates to choose a low bidder. The low bidder must be the low bidder on the base bid or the preponderance of the work. The additive alternates are both in the City's portion of the Justice Center and do not concern the other owners. Situations could arise where the low bidder, if the additive alternates were utilized, could save the City money and cost FHWA and the State considerable money. These additive alternates are less than .3% of the project. They are both minor additions that they can choose to either accept or reject based on their financial condition, they will be included if there is sufficient financing under the budgeted amount. Hopefully the City will understand that we cannot utilize these two minor items to select a bidder on a project with a magnitude of $45 million.

JBB:jh

cc: Bob Ellison

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 29, 1980

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services Administration
Room 809 Multnomah
County Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Justice Center
Architect's Status
Report
File 46993
FAP No. I-205-7(8)311
(JAIL)

NOTED
E. S. HUNTER

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

J. B. Boyd
Right of Way Manager
Oregon State Highway Division
Room 120 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

Attached for your information is a copy of the Architect's Status Report dated December 15, 1980.

Cost apportionment for item 4 b. (DDC Lobby) has now been settled. I believe that cost apportionment for all areas in the building has been settled.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.
cc: Tom Walsh w/attach.
E. S. Hunter w/attach.
Jack Cornwall
John McCarthy w/attach.

RECEIVED
TECHNICAL SERVICES
DEC 29 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 6027
JUSTICE CENTER

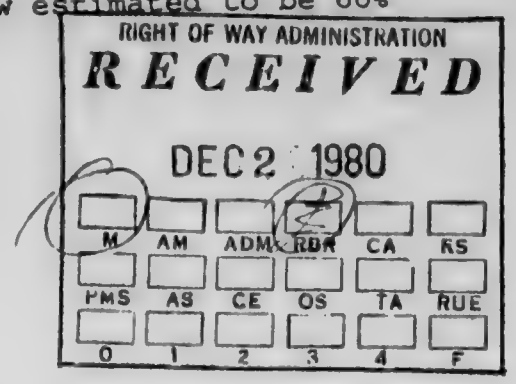
DECEMBER 19, 1980

STATUS REPORT
December 15, 1980

1. Preparation of Construction Documents for Phase III continues.

2. Construction Documents for Bid Package III are now estimated to be 60% complete:

Structural (kpff)	70%
Mechanical/Electrical (PAE)	55%
Detention Security (WMFL)	60%
Architectural (ZGF)	60%



3. Completion of Bid Package III Construction Documents scheduled for February 16, 1981.

4. Status of critical items affecting progress:

a. Site Development/Retail Space: Configuration at northwest and southwest corners as shown on current plans approved by Owners (ODOT letter of December 12, 1980).

b. DDC Lobby: Area as shown on current plans approved by Owners (verbal directive from Bob Ellison to Jack Cornwall December 19, 1980). Cost apportionment for the area has not yet been settled however.

c. Electronics Security and Control Systems: Scheduled review and approval by Owners delayed pending completion of narrative description by ZGF consultant to accompany security plans. Now scheduled for week of December 22nd.

d. Police Exterior Wall: ZGF has responded to Owner concerns that estimated cost of Police exterior wall with "articulated" design (ZGF: $1,375,000; Turner: $1,525,000) exceeds budget of $1,100,000. "Eyebrows" have been deleted per directive. Glazing and precast panels are being redesigned to fall within budget. Effect of "eyebrows" deletion on mechanical system has not been resolved. Effect of redesign on completion schedule for Phase III documents has not yet been determined.

e. Cell Mock-up: (see item 7 below) Delay in scheduling tests on mock-up due to late completion of mock-up affects some items to be tested and evaluated in the mock-up.

Glazing: more secure glass without bars vs less secure glass with bars.
Cell Doors: hollow metal vs solid core wood.
Cell Door Hardware: Folger-Adams vs. Brinks
Bunk & Shelf: Pre-cast concrete cast-in-place concrete or steel.
Lighting Fixture: several manufacturer's models.

ZGF will carry recommended item in Construction Documents until advised of Owner's decision.

f. OSP Crime Lab: Directive given from ODOT to ZGF to carry "Standard Tenant Improvement" cost in estimate and to accommodate this additional cost within City's budget. No directive received by ZGF to include in Phase III Documents and development of this space for Crime Lab. At this point, can only be included by Addendum or Change Order.

g. Downtown Design Review: Review of project on December 18, 1980 indicated noncompliance of project with City Ordinance 147239, Chapter 33.56 2 Downtown Development Zone, paragraph 33.56.140(2) requiring that at least 50% of the width of the first story building wall "shall be devoted to pedestrian entrances, display windows, or windows affording vision into retail office, or lobby space." Second Avenue and Madison Street elevators do not comply due to requirements for Central Precinct and DDC Intake. Committee's decision will be appealed. Effect on schedule unknown.

h. Handicapped Access: meeting with Architectural Barriers Subcommittee of Metropolitan Human Relations Commission to take place week of December 22, 1980. No specific concerns from this group received by ZGF. Project designed to meet handicapped requirements as enumerated in Uniform Building Code as administered and interpreted by Bureau of Buildings and City Fire Marshal.

5. Approvals

a. Special Housing Floor plan approved by State Health for all requested categories of licensure.

b. Phase III Construction Documents

December 22 Partial submittal to Owners for review and comment.

January 15 90% submittal to Owners for final review and comment.

6. Delays Affecting Completion

a. Building exterior wall (Owner directive to stop work on building exterior 8/29/80; Owner directive to proceed 10/3/80):	5 weeks
b. ZGF additional time to assess directive re: budget limitation and review with Turner; startup time to regain production momentum:	2 weeks
c. ZGF presentation of security and control systems:	Unknown
d. Redesign of Police exterior wall:	Unknown
e. Cell mock-up delay: effect on Owner decisions	Unknown

7. Cell Mock-up

Contractor moved up on site October 8, 1980.

Delays caused by plumbing fixture inserts lost in shipment, weather affecting concrete placement, revision of hollow metal doors and frames, removal of shoring to allow installation of bunks and desks.

Estimated completion date: January 9, 1981.

8. Bid Package II

Concrete footings being placed. Formwork for basement walls being erected.

9. 1% for Art Program

MAC selection committee has held two meetings December 11 and 17 per schedule. A third meeting is scheduled for January 6, 1981.

JC:db

cc: Master File
Routing

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 23, 1980

Tuck Wilson, Director
Department of Justice
Services Administration
Rm. 809 Multnomah County
Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

Glen Green, Division
Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

J. B. Boyd
Right of Way Manager
Oregon State Highway Division
Rm. 120 Transportation Bldg.
Salem, Oregon 97310

RE: Justice Center
Phase III, Construction
Documents Schedule
File 46993
FAP No. I-205-7(8)311
(JAIL)

Gentlemen:

The attached schedule shows the chronological progression necessary to receive bids for Phase III construction on April 2, 1981. The schedule is tight, but can be accomplished with the cooperation of all involved. Four other large building projects will be bid next spring. Our project should be out on the street first in order that we can receive bids while the contractors are still hungry.

An item not shown on this schedule is "sign-off" on the plans by the City and County. This will require signatures on the title sheet of

Form 734-3122

the plans (similar to Phase I & II). I would like to have this done on January 29 or earlier.

We are on the home stretch, lets stay on schedule.

Very truly yours,

NOTED
E. S. HUNTER

R. W. Ellison
Project Manager

RWE:jh

cc: Tom Walsh
E. S. Hunter
Jack Cornwall
John McCarthy

RECEIVED
TECHNICAL SERVICES
DEC 24 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Engn | Acct | File

JOB NO. [illegible]
JUSTICE CENTER

DECEMBER [illegible]

SCHEDULE FOR CONSTRUCTION DOCUMENTS PHASE III

December 22, 1980	75% Documents issue
January 14, 1981	Last date for comments to 75% issue
January 15, 1981	90% issue of Drawings and Specifications
January 29, 1981	Last date for comments to 90% issue
January 30, 1981	ZGF/Turner agreement on cost
February 2, 1981	Pre-advertise
February 4, 1981	Engineer's estimate. Include four sets of plans plus title sheet plus extra title sheet plus two specs with covers
February 13, 1981	Photo-ready specifications in hands of ODOT Spec. Dept.
February 16, 1981	Plans complete
February 23, 1981	Drawings to printer
February 27, 1981	50 sets of Drawings minimum delivered to Salem
March 2, 1981	Advertise
March 16, 1981	Pre-bid Conference - GSA Conference Room
March 18, 1981	Amendment in Salem at end of day
April 2, 1981	Receive bids

JC:db

cc: Master File
Routing

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

December 22, 1980

TO: Bob Ellison,
State Highway Department

FROM: Earl Bradfish,
Office of General Services

SUBJECT: City-County Justice Center

RECEIVED
DOT DIRECTOR
DEC 26 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

This is in response to our telephone conversation on Friday, December 19th concerning the additive alternates contained in the City-State Guaranteed Maximum Price Agreement. You informed me that the architect now requests additional compensation in order to prepare specifications for the additive alternates. Principal among these is the additive alternate for a heat recovery system. I refer to the language in the State-Architect Agreement on page 18 which was included specifically at the City's request.

> "f. Architect shall design the project for energy efficient operation by considering each component in the heating, cooling, ventilating, power, and lighting systems as well as the building materials, configuration and orientation for reduction of energy consumption."

It is my opinion that the basic design fee cover a project with a heat recovery system, and if there are any additional costs that the architect can legitimately claim, it is the cost related to preparing plans that do not include a heat recovery system. In any event, the costs are an expense of the State and not chargeable to the City's portion of the project.

In regard to the architectural cost to provide additive alternate specifications for partition relight and a finish schedule for the 14th floor and multi-purpose conference room, it is hard for me to believe that the architect would be serious about a claim for such work. In the first place, the additive alternates were only necessary because the architect failed to bring the project within the budget established by the State pursuant to an agreement with the City. Second, the State-Architect Agreement provides that the architect, without additional charge, shall modify the drawings and specifications as necessary to bring the estimated construction costs within the fixed limit established by the State. I am referring to Section J, Construction Cost Limit, on page 13 of the State-Architect Agreement.

NOTED
C. B. KLABOE

I am also concerned about the organization of the bid for Phase III of this project. The City and State have agreed that the bid will contain additive alternates. You now inform me that the State recommends that the actual cost of the additive alternates be determined through negotiations after the contract is awarded to a bidder whose price is most advantageous to the Federal Government. I find this difficult to accept. In the first place, it has been the City's experience that the owner negotiates from a position of great weakness for changes in the contract after the contract is awarded. Your second alternative was to include additive alternates, but inform the prospective bidders that the price of the additive alternates would have no bearing on the award of the contract. Again, this leaves the City in an extremely vunerable position. Personally, I think this is in direct contradiction to the City-State Downtown Detention Center Project Management Agreement which states, in part, that the "State agrees to furnish efficient project administration and superintendence and to use its best efforts to complete the project in an expeditious and economical manner consistent with the interest of the City."

I would appreciate your reconsideration of your position on these matters.

EB:en

cc: Fred Klaboe
Bruce Boyd
Tuck Wilson
Bill Rhodes

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

December 18, 1980

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services Administration
Room 809, Multnomah
County Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Justice Center
1% for Art
Committee Meetings
File 46993
FAP No. I-205-7(8)311
(JAIL)

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

NOTED
E. S. HUNTER

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

J. B. Boyd
Right of Way Manager
Oregon State Highway Division
Room 120 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

Attached is information relative to the activities of the "1% for Art" selection committee.

I attended their meeting of December 17, and believe that they are headed in the proper direction.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
cc: Tom Walsh w/attach.
E. S. Hunter w/attach.
John McCarthy w/attach.
Jack Cornwall w/attach.

RECEIVED
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FOR
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Form 734-3122

METROPOLITAN ARTS COMMISSION

To: Justice Center Public Art
Selection Committee

From: Norma Catherine Gleason
Public Art Consultant

Re: Wednesday, December 17, 2 PM Meeting
Zimmer-Gunsul-Frasca Offices
111 SW Oak, Portland

AGENDA

I. Approval of Minutes

II. Discussion of Concerns, including the role of art and:
- Community aspirations and needs
- Needs of building users
- Use of crafts
- Range of styles
- Possible exhibit areas(s)
- Responsibilities toward NW Indian and ethnic arts and displaced art or artifacts
- Possible inclusion of "temporary" art

III. Resolution of Priorities

IV. Discussion of Sites & Types of Media

V. New Business

VI. Adjourn

This is an open meeting held pursuant to ORS 192.660 (1)(A). The next meeting will be held Tuesday, January 6, 1:30 PM, Zimmer-Gunsul & Frasca Offices, 111 SW Oak, Portland.

METROPOLITAN ARTS COMMISSION

Corbett Building Room 314
430 Southwest Morrison Street
Portland, Oregon 97204

503 248 4569

11 December 1980

Justice Center Selection Committee
Mr. Bob Frasca
Mr. Al Jamison
Ms. Claire Kelly
Ms. Bonnie Meltzer
Ms. Maggie Pendleton
Mr. Tom Vaughan
Mr. Harry Widman

Greetings,

On behalf of the Commission, I would like to welcome you to the Justice Center's Selection Committee for Public Art. Because the arts have such life-giving qualities, our decisions can affect not only the public's relationship to the Justice Center but Portland's image of itself, and the country's image of Portland.

First, let me provide some background. The Justice Center is scheduled for completion in November 1982. According to Commission Guidelines, our selection process is based on an open competition, so our time-frame calls, in late January, for the publication and mailing of a prospectus which invites artists to submit slides and a vita. In March, we would review submissions and, if you agree, invite a selected number of artists to submit design proposals for specific sites. In late May, based on those designs, finalists would be selected and contracted for work. Artists would then have approximately one year to complete commissions. Outright purchase of already completed work is also a possibility.

Funding for the purchase of public art comes from three sources:

Federal Hwy Funds	$303,600	(estimated)
County Funds (Including match for Federal funds)	50,000	(fixed)
City Funds (Including match for Federal funds)	87,000	(fixed)
	$440,600	(estimated)

Unfortunately, we cannot be precisely sure of the amount until bids have been received for construction of Phase III of the Justice Center in late March of 1981 as % funds are based on total costs.

Federal funds are being provided by the Department of Transportation. Mr. Bob Ellison, Project Manager for the Department, indicates that the construction industry may be "hungry" when they submit their bids in the spring, and that we should plan on a 10% reduction. This would mean $273,240. in Federal funds for a total of $410,240. minus $11,560. in administrative costs.

The Highway Department accepts the Commission's Guidelines, but stresses two main principles:

-Federal funds are to be used only for art which is an integral part of the Justice Center and joint use areas;

- Federal funds will be provided on a reimbursable basis.

Because Federal aid includes both Federal Highway money and the required local match of $26,400, $330,000. or, with a 10% reduction, $299,640. of the monies are controlled by these stipulations, leaving $110,600. (minus $11,560) unaffected.

The Feds consider work integral when it is planned for a specific site and immovably affixed to a wall, cast in, or painted on. If our decisions leave room for doubt, we will have to consult with Bob.

We have, then, a constellation of practical and philosophical considerations. I have listed a number of them below and I would recommend we review these, and others I may have overlooked.

I. The Guidelines and mandating City and County ordinances authorized us to "encourage the preservation of ethnic cultural art and crafts, including Pacific Northwest Indian Art" and to "facilitate the preservation of art objects and artifacts displaced by a construction project." We must decide how to address these concerns.

II. The role of the Justice Center in our community and the needs of the people regularly using the facility must be examined. Policemen, judges, and attorneys will be using the Center on a daily basis, joined by those providing essential services, jurors, and detainees. On the one hand, the purpose of the Center appears rather grim, and the role of the arts, a sensitive one. On the other hand, as the Bar Association forcefully testified at public hearings, the Justice Center is also a community center where families will come. Situated in the heart of Portland, it cannot be a barracks. By designating 9,000 lobby feet as commercial, architects Zimmer-Gunsul & Frasca emphasize the Center's human aspect and encourage the Selection Committee to respond imaginatively.

III. A number of City and County Commissioners, members of the public and arts community have urged us to consider the role of Justice Center art:

-In reflecting community aspirations;
-In inspiring appreciation by people not specifically oriented toward the arts, e.g., policemen;
-In creating a memorable downtown experience;
-In representing the crafts as a crucial element combining form & function per the example of the Oregon School for Arts & Crafts which has incorporated carved stair railings & ceramic bowls;
-In establishing the art not as solitary "decoration" but as a total environment;
-In designating a space and funds for a mini-gallery which could host rotating shows sponsored by the Portland Art Association, OMSI, the Oregon Historical Society, and state Visual Arts Resources;
-In supporting a range of styles reflective of a range of tastes and the rich and diverse state of the arts today;
-In considering acknowledgment of Portland's sister city, Sapporo;
-In allowing for "temporary works of art" which operate outside of gallery and museum contexts.

IV. Procedures for publicizing the Project to public and artists alike include:

-Development of a public education program sponsored in part by the Oregon Committee for the Humanities;
-Preparation of a prospectus which clearly describes the sites--their scale, texture, and human impact--and conveys an over-all sense of the Center, as well as the Selection Committee's basic philosophy and goals. It will be crucial for artists to understand the role of art in the Justice Center and the Center's architectural personality. To convey the building as a living, integrated whole, it would make sense to describe all the sites in one prospectus. It is recommended we invite artists to submit six slides and a one page vita, and that we mail prospecti to artists around the country. Through its text and graphics, the prospectus should convey the imagination, beauty, and importance of this Project.

V. A determination of sites and media must include a determination of costs:
- -Basic fees (It should be noted that in deciding fee we may, in effect, be deciding the quality of submissions, as some artists will not submit if they consider the fee too low.) These fees include material costs.
- -Honorariums for semi-finalists invited to submit designs
- -Travel costs for artists going to and from the site
- -Installation costs

In addition, Bob Frasca has indicated that it may be possible to use some construction funds for materials, e.g., floor tiles, and to use % funds for the design of the floor. And it may be possible to apply for additional matching funds from the National Endowment for the Arts.

VI. All selection decisions must be informed by an understanding of surrounding materials, colors, spaces.

At this point, you may feel our "constellation of practical and philosophical considerations" more closely resembles a blizzard. I would recommend that after we have examined Zimmer-Gunsul & Frasca recommendations of specific sites and types of art, we engage in some discussion, determine whether we could use subcommittees and/or consultants to aid us in resolving the most pressing issues, and determine an agenda and a location for next week's meeting.

Thank you!

Norma Catherine Gleason
Public Art Consultant

JUSTICE CENTER - METROPOLITAN ARTS COMMISSION 1% FOR ART PROGRAM - TASK SCHEDULE

TASK		1980 October	November	December	1981 January	February	March	April	May	June
Complete List of Candidates for Selection Committee	1% Coord.	———								
Prepare Local TV Programs on Public Art	1% Coord.	———	———	———	———	———	———	———	———	———
Compile List of Artists	1% Coord.	———	———	———						
Publicity for Program	1% Coord.			———	———	———	———	———	———	———
Approve Selection Committee	MAC		*							
Define Sites for Art & Establish Budget for Each	Selection Committee			———						
Prepare Prospectus For Distribution to Artists	1% Coord.			———	———					
Submittals (est. 9 sites x 100 artists = 900 Submittals	Artists					*				
Review Submittals & Make Recommendation to MAC	Selection Committee					———				
Decision on Semi-Finalists	MAC						*			
Request Specific Design from Semi-Finalists (up to 3/Site)	1% Coord.						———			
Prepare & Submit Specific Designs	Artists							———	———	
Review Submittals & Recommend Final Selections	Selection Committee							———	———	
Final Approval of Artists	MAC								*	
Prepare Contracts for Artists	1% Coord.								———	
All Artists Under Contract	1% Coord.									*

METROPOLITAN ARTS COMMISSION

Corbett Building Room 314
430 Southwest Morrison Street
Portland, Oregon 97204

503 248 4569

To: Justice Center Public Art
Selection Committee

From: Norma Catherine Gleason
Public Art Consultant

MINUTES
Thursday, December 11, 1980, 2 PM Meeting

Attending: Bob Frasca, Al Jamison, Claire Kelly, Bonnie Meltzer, Maggie Pendleton, Mike Russo, Tom Vaughan, Harry Widman, Selection Committee; Norma Catherine Gleason, consultant; Hilda Lenske, Jack Cornwall, Ed Ruffcorn, observers.

The Committee met at 2 PM at Zimmer-Gunsul-Frasca Offices, 111 SW Oak, Portland, received preparatory material on practical and philosophical considerations, and then moved en masse to view large-scale models of the Justice Center and potential sites for works of art.

On return to Conference Room 1, Norma reviewed the major points presented in written material: the Project's time-frame which spans January to June; sources of funds, and their possible adjustment as the final figure depends on Phase III bids; Federal stipulations regarding the "integral" nature of the art; considerations of community and resident needs; responsibility toward NW Indian and ethnic art and toward artifacts displaced by the construction project; the inclusion of crafts; the inclusion of "temporary art"; the designation of exhibition space (s); an understanding of the building's interior and exterior materials, colors, spaces.

Norma noted the importance of publishing a prospectus which conveyed the Committee's philosophical and practical priorities and of communicating these issues and decisions to the public. Finally, she observed that a determination of sites and media must include a determination of costs--including basic fees, honorariums, travel and installation costs.

Bob Frasca then took the floor to develop a number of points: The Justice Center Project is an unusual, perhaps historic, opportunity to reestablish the integration of architecture and art. Bob pointed to the New York Library lions and

the Boston Museum lamps as inspirational examples from the past. Zimmer-Gunsul-Frasca has carefully designed into the building a number of possible sites and has, in talks around the country, felt artists responsive to the idea of a cooperative synthesis.

Proposed sites include:

1. Outside, 10 x10' platforms at each side of 3rd Avenue entry stairs for sculpture by one artist; two lights designed by a craftsperson to hang above.

2. Inside, end wall (40' high) of glass-roofed barrel vault for hanging sculpture which would reflect in wall's mirrors.

3. Inside, but visible outside, glasswork for the glass front of barrel vault.

4. Inside, at 2nd Avenue entrance, in Police Lobby, a mosaic or tile, circular, floor mural.

5. Inside, ascending stairs from Police Lobby, a canvas mural on the curving walls. (Example at Tonkon, Torp, 920 SW 6th, Rm 1010).

6. Inside, lamps designed by craftsperson, for Police Lobby stairway.

7. Inside, at end of corridor leading from 2nd Avenue to 3rd Avenue entrance, on dark-grey, pre-cast concrete wall backing elevators, _____.

8. Outside/inside, mosaic or tile ceiling in the 3rd Avenue arcade.

9. Outside/inside, lamps designed by craftspeople for 3rd Avenue arcade.

10. Outside, lamps designed by craftspeople for columns on each side of side entry stairs.

Display cases would be placed along the corridor leading from 2nd Avenue to 3rd.

After this presentation, Al Jamison noted the possibility of rotating artistic and historic shows in the display cases. Mike Russo observed that the old City Hall had a museum so the idea of establishing a museum in the Justice Center was not unprecedented. A museum which displayed Portland's culture and artifacts would, he declared, have inestimable value in assuring the Center was a vital part of the community and not a barracks.

In response, Tom Vaughan noted the difficulty of maintaining Historical Society exhibition space in the State Capitol and observed that the Committee's responsibility was primarily one of resolving the issues of sites, types of media, and actual selection.

As the question of exhibition and display cases had been raised, Z-G-F associate Jack Cornwall explained Justice Center Project Director Tuck Wilson had ok'd construction of the display cases. But it was not clear what agency would be responsible for maintaining them. There is 9,000 feet of commercial space in which a gallery or museum might be housed, but at this time it remains uncertain who will determine use of that space which is supposed to be income-producing. Norma and Harry Widman agreed to investigate with Maggie Pendleton's aid.

Maggie reaffirmed the importance of determining whether any historic artifacts displaced by construction could be incorporated into the Justice Center. And Claire Kelly voiced a majority of the Committee's sentiments when she expressed a need to digest the information. Claire also emphasized the importance of establishing goals so that the Committee's responsiblity to the public is fulfilled.

Having determined to meet next Wednesday, December 18, 2 PM at Zimmer-Gunsul-Frasca offices, the Committee adjourned.

Respectfully submitted,

Norma Catherine Gleason
Public Art Consultant

9794

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 6027
JUSTICE CENTER

DECEMBER 9, 1980

MEETING NOTES: Meeting held December 8, 1980 at ZGF office

FROM: Jack Cornwall

THOSE PRESENT: ODOT: Bruce Boyd, Bob Ellison

Turner Construction: Marc Bloomfield

ZGF: Jack Cornwall

DISTRIBUTION: Those Present, Brooks Gunsul, Bob Frasca

SUBJECT: Bringing Police Estimate in Line with Police Budget, Finding Ready Ways to Reduce Cost if Bids Come In Too High Overall

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1. Bruce Boyd and Tom Walsh met earlier in the morning 12/8/80 and jointly made the decision that the eyebrows be removed from Police office windows. ZGF herewith directed to abide with this decision.

2. Bob Ellison restated earlier verbal directive that the HVAC system for the building be designed without the heat recovery system. ZGF is complying with this directive.

3. Bruce Boyd asked that the HVAC system design be looked at from a more spartan standpoint. According to Bruce, office workers should be able to live with a summer indoor temperature temperature of 85°F. ZGF will review this request with PAE and comment at the upcoming Owners meeting.

4. At the Owner meeting on December 16, 1980, ZGF is asked to show their current estimate for the entire project with emphasis on Police, the $109,000 for the Oregon State Crime Lab Standard Tenant Improvements, as well as the actual estimated cost for exterior wall. ZGF should also identify specifically the take-out items proposed in order to bring the Police estimate in line with budget.

5. In order to prepare for the possibility that low bid will exceed the joint ZGF/Turner estimate, Bruce Boyd asks that we begin now to identify and describe take-out items which in the aggregate might total as much as 5% of the estimated cost of the project and which can be put into action if it turns out the low bid exceeds the Owner's budgets. Identification of take-out items should include their estimated cost within the total project estimate, the cost to implement redesign in order to achieve the take-out, and the estimated time needed to redesign and rebid.

   At the Owner's meeting on 12/16/80 ZGF will begin discussion of such items. This will be an ongoing discussion with take-out items agreed upon and finalized toward the end of the bid process. Bruce Boyd cautioned that at the time bids are received, a decision must be made by the Owner's within the five days of receipt of bid. Take-out items should be considered in light of the drastic possibility, for example, of deleting Police from the project.

cc Tom Walsh

6. Eyebrows at Detention Cell windows: Bruce Boyd requests a plywood mock-up of an eyebrow be installed at the cell mock-up so the actual visual obstructing ability of the eyebrow can be observed by the Owners. ZGF will arrange for the installation of the eyebrow for inspection.

JC:db

cc: Master File
Routing

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-2-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 205-7(8)311

STATE PROJECT NO.: See below

FROM: G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: I-447

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG'R
DEC 5 - '80
REFER TO
FOR

#5

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9/22/80	Interstate 205	Primary 64

GENERAL LOCATION:

NE Glison Street - NE Siskiyou

GENERAL DESCRIPTION OF WORK:

R/W Functional Replacement (Justice Center)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/10/80 this will confirm the advance approval and authorization to proceed effective 9/22/80 with the work covered by Supp. #5 to Consultant Agreement with Zimmer Gunsal Frasca Partnership. Reimbursement shall be an actual cost basis estimated to be $44,913 which includes a fixed fee in amount of $4,083.

A signed copy of Supp. #5 is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/2/80	G K Hoesmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970 O-391-855

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November 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 5
File 46993
FAP No. I-205-7(8)311

The original State/Architect Agreement provided that the State would print the construction plans for the Justice Center. It was later determined to be more advantageous, economically and time-wise, for the Architect to have the printing done. To date, separate Supplemental Agreements (Nos. 2 and 3) have been written each time printing was necessary. In order to prevent a proliferation of supplements covering printing of plans, it is prudent to write one additional supplement covering printing of plans through the design phase. The enclosed Supplement No. 5 is for that purpose.

The addition of this work in an amount not to exceed $44,913, increases the limitation of architectural services under the original agreement, previous supplements, and this Supplement to an amount not to exceed $2,602,598.

We request your concurrence of the verbal approval for this work and approval to proceed as of September 22, 1980, as received from Robert Pillsbury on September 25, 1980.

Please return one signed copy of the Agreement for our files.

RECEIVED
DOT DIRECTOR
NOV 10 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

RWE:jh
enc.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

9294

1260

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

December 1, 1980

Oregon Department of Transportation
State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. R. W. Ellison, Project Manager

Reference: Job No. 6027-03, Justice Center - Police

Subject: OSP Crime Lab.

Gentlemen:

At your request we have added quantities and total dollar costs to the unit cost information for Justice Center "Standard" Tenant Improvements for the unfinished area slated for the OSP Crime Lab.

ZGF estimates the total costs at $90,965 for current subcontractor price, or, $109,177 total cost escalated to the time of bid, including General Conditions, Contractor's Fee and 2.8% Contingency.

These estimated total costs do not represent a response to the detail requirements as outlined to us by Lieutenant Brook of the OSP Crime Lab. Rather, they represent the application of "Standard" Tenant Improvement costs to the area involved. In the case of floor covering, we have used vinyl asbestos tile with rubber base appropriate for laboratory space as indicated by the City.

Our takeoff for the actual area available to the OSP Crime Lab is 7,254 gross square feet, or 7,120 net square feet. Our estimate is based on 7,200 gross square feet.

If you have any questions regarding the enclosed information, please call.

Sincerely,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:db

cc: Carl Freeze
John McCarthy

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Members American Institute of Architects

Partners Norman C. Zimmer FAIA Brooke R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr. AIA Larry S. Bruton James W. Bostwick

GROSS AREA: 7,254 GSF NET AREA: 7120 NSF.

(From Earl Bradfish 11/17/80)
STATE CRIME LAB, JUSTICE CENTER
STANDARD TENANT IMPROVEMENTS

		JUSTICE CENTER "STANDARD" TENANT IMPROVEMENTS (ZGF 11/24/80)	ESTIMATED CURRENT SUBCONTRACTOR UNIT COSTS (ZGF)		TOTAL ESTIMATED UNIT COS INCLUDING ESCALATION, GE CONDITIONS, FEE & PORTIO CONTINGENCY (ZGF)	
Ceiling	2'x4' x 5/8" mineral layin throughout except in open and semi-open work areas which have 2'x4' x 1 1/2" Armstrong Silon or equal.	2'x2' x 3/4" glass fiber layin throughout. 7200 SF	$ .90/SF	$6,480	$ 1.08/SF	$7,776
Interior Partitions	Painted, demountable, full-height partitions provided at the rate of one (1) lineal foot of partition for each 15 net square feet, including rubber or vinyl base and any special closure required at exterior wall.	Painted, dry wall ceiling-height partitions provided at the rate of one lineal foot of partition for each 12 net square feet, including rubber base and special closure required at exterior wall. 615 LF	$ 26.50/LF	16,297	$ 31.80/SF	19,557
Interior Perimeter Walls	Painted drywall on metal studs to match appearance of demountable partitions.	Same. 1000 SF	$ 1.68/SF	1680	$ 2.02/SF	2020
Floor Covering	Office and Corridors - Begelow-Sanford's Regents Row carpet or equal with rubber base.	Office and Corridors - Hollytex Athena carpet or equal with rubber base. ——	$ 1.28/SF	——	$ 1.54/SF	——
	Laboratory and other space where carpet is not appropriate - vinyl asbestos tile with rubber base.	Laboratory and other space where carpet is not appropriate - vinyl asbestos tile with rubber base. 7,200	$ .75/SF	5,400	$ .90/SF	6,480
Doors	Hardwood faced, finished door with heavy duty lockset, metal frame - one door per 300 net square feet.	Solid core wood, finished door with hardware and metal frame - one door per 215 net square feet. 28 each	$385.00 each	10,780	$462.00 each	12,936
Electrical	One duplex electrical convenience outlet per 150 net square feet, 50% in walls, 50% on floor monuments.	Same.	$ .75/SF		$ .90/SF	
Telephone	One telephone outlet per 200 net square feet, 50% in walls, 50% on floor monuments with electrical outlet.	Same.	$ .28/SF		$ .34/SF	
Wall Switch	One electrical wall switch per 300 net square feet.	Same.	$ .25/SF		$ .30/SF	
HVAC	1,250 CFM air flow, 200 square feet maximum per diffuser on outside wall, 400 square feet maximum on interior, one zone control per 1,000 square feet.	275 square feet maximum per diffuser on outside wall, 200 square feet maximum on interior, one zone control per 900 sq.ft.	$ 2.55/SF		$ 3.06/SF	
Lighting	1' x 4' recessed fluorescent parabolic lighting fixtures providing 75 to 100 lumens, one unit per 50 net square feet.	2'x4' - 3 lamp recessed fluorescent parabolic lighting fixtures providing 75-80 footcandles, one unit per 75 net square feet.	$ 2.16/SF		$ 2.59/SF	
Fire Sprinklers	As required.	Same.	$ 1.00/SF		$ 1.20/SF	
				$90,396		$109,177

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 26, 1980

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
1% for Art
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Attached for your information are the following memorandums from the Federal Highway Administration regarding "1% for art" for the Justice Center:

1. April 17, 1980, with Chapter 15 of GSA Regulations attached.
2. October 16, 1980
3. November 21, 1980

Some confusion has been expressed as to the applicable parts of the GSA Chapter 15 Regulations. I believe the November 21 memorandum clarifies the matter by stating that the MAC procedures for selecting art are acceptable to FHWA and that the GSA requirements are guidelines to be followed as to intent as far as possible. The main points stressed in the FHWA memorandums are: a) Federal funds are to be used only for art which is an integral part of the Detention Center and joint use areas of the Justice Center; and b) Federal funds will be provided on a reimbursable basis.

Funds available for puchase of art work is moderately complicated and involves Federal-aid, County and City monies. Federal-aid includes both Federal Highway money and the required local matching funds which together total 1% of the contract amount for the functional replacement of Rocky Butte Jail (Detention Center). Although the actual dollar value will not be known until bids are received for Phase III construction, the current estimate for the Federal-aid portion of "1% for art" is $330,000. Of this, $303,600 or 92% is Federal Highway money and $26,400 is local match-money. Portions of the County and City "1% for art" funds will be used as the local match-money.

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Form 734-3122

The County has appropriated a total of $50,000 as "1% for art" money. A portion of this will be used as part of the local match-money required to obtain the Federal Highway funds.

The City has appropriated $87,000 as "1% for art" money. A portion of this will be used as the remaining part of the local match-money.

In summary, the amount of "1% for art" money estimated for the Justice Center is as follows:

1.	Federal Highway Funds	$303,600 (estimated)
2.	County Funds (Includes match for Federal funds)	50,000 (fixed amount)
3.	City Funds (Includes match for Federal Funds)	87,000 (fixed amount)
	TOTAL	$440,600 (estimated)

Please note again that the actual total amount available will not be known until bids have been received for construction of Phase III of the Justice Center. We now hope to receive these bids about the end of March, 1981.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh

cc: Tom Walsh
E. S. Hunter
J. B. Boyd
Tuck Wilson
Earl Bradfish
John McCarthy
Norma Gleason w/attach.

9294 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: November 21, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I understand from conversations with Mr. Ellison that there are concerns being expressed about the applicability of Chapter 15 of the GSA regulations relating to the selection of art for the Justice Center.

Although I referred to Chapter 15 in my approval of 1 percent for art, the intention was that it be used as a guideline. Specifically, Paragraphs 6, 7 & 8, which refer to the selection and hiring of the artist, refer to GSA involvement. In this instance GSA is not a part of the project and need not be involved. The procedures developed by the MAC for selecting art work are acceptable.

I would like to use the GSA requirements as a guideline and follow it as to intent as far as possible. As I have stated before, the art paid by Federal funds should be a part of the detention or public areas of the building.

for G. L. Green

cc:
OSHD (R W Ellison, R/W)

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 19, 1980

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, OR 97204

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, OR 97204

Glen Green, Division
Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, OR 97301

J. B. Boyd
Right of Way Manager
Oregon State Highway Division
Rm. 120 Transportation Bldg.
Salem, OR 97310

RE: Justice Center
Architects Status Report
File 46993
FAP No. I-205-7(8)311 (JAIL)

Gentlemen:

Attached for your information is the Architects Project Status Report dated November 14, 1980.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: Tom Walsh w/att.
E. S. Hunter w/att.
John McCarthy w/att.

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Form 734-3122

ZIMMER GUNSUL FRASCA PARTNERSHIP A.I.A.

JOB NO. 6027
JUSTICE CENTER

NOVEMBER 14, 1980

STATUS REPORT
November 14, 1980

1. Preparation of Construction Documents for Phase III in progress.

2. Construction Documents for Bid Package III are now estimated to be 50% complete:

Structural (kpff)	60%
Mechanical/ Electrical (PAE)	50%
Detention Security (WMFL)	50%
Architectural (ZGF)	45%

3. Completion of Bid Package III Construction Documents scheduled for February 16, 1981.

4. Status of critical items affecting progress:

   a. Owner Approval: During the week of November 3 both the Board of County Commissioners and the Portland City Council approved guaranteed maximum price agreements with State Highway. Agreements are based on plans dated 10/2/80 (10/17/80 for First and Second Floors), and revised Outline Specifications dated October 17, 1980 (Multnomah County Courts & Corrections) and October 24, 1980 (City of Portland Police Bureau and Central Precinct). ZGF is completing Construction Documents based with minor exceptions on planning and description of materials and systems contained in these documents.

   b. Detail Resolution - County: During the week of Nov. 3 ZGF and WMFL reviewed security, operation and detail planning with Corrections Officers and received general approval as recorded in meeting notes.

      On Monday, Nov. 10, John McGough and Jack Cornwall met with Tuck Wilson, Bob Hatrak and Jack Chapman for a final review and approval of Detention security, operation and planning. Meeting notes reflect a small number of concerns for which resolution is required.

   c. Police: ZGF is working closely with Inspector Sullivan to make adjustments in planning and materials and systems which will bring estimated cost in line with City Budget.

   d. OSP Crime Lab: Estimated cost of relocating OSP Crime Lab has been developed by both Turner and ZGF. ZGF estimate of Oct. 30 shows approximately $300,000 in additional construction costs and $53,000 in moving costs beyond approximately $84,000 in mechanical and electrical rough-in costs carried in current construction estimate. At present, Construction Documents show only unfinished space for OSP Crime Lab and there is no direction from Owners to include Crime Lab finishes in the project.

e. Building Exterior: ZGF met with Multnomah County, ODOT and Turner representatives on Nov. 12 to review status of exterior wall design and cost in context of total cost estimate and Owner budget limitations. ZGF sees the cost of the Police exterior wall to exceed the prescribed budget for Police by about $275,000. Tuck Wilson indicated that this overrun would be absorbed by the County if necessary by reductions in its program. Architect was admonished to keep pre-cast design as inexpensive as possible.

f. Mechanical/Electrical: ZGF and PAE continuing to value engineer systems in order to realize maximum economy consistent with good engineering practice and operating and maintenance economy.

5. Approvals

a. Special Housing Floor plan approved by Jack Chapman Oct. 1 subject to State Health Licensure approval. State Licensure written approval still has not been received. ZGF has proceeded with Construction Documents for this floor in absence of approval in order to not delay project.

b. Building Code Board of Appeals reviewed and approved six items related to fire and life safety on Nov. 6.

c. Review of plans by City-County Architectural Barriers Committee is being scheduled.

d. Review by Downtown Design Review Committee to be scheduled.

6. Delays Affecting Completion

a. Building exterior wall (Owner directive to stop work on building exterior August 29, 1980; Owner directive to proceed October 3, 1980: 5 weeks

b. ZGF additional time to assess directive re: budget limitation and review with Turner; startup time to regain production momentum: 2 weeks

7. Cell Mock-up

Contractor moved on site Oct. 8 and graded area.

Shop drawings now approved.

Equipment, fixtures and hardware ordered, and partially received. Hold up on plumbing fixture inserts lost in shipment.

Estimated completion date: December 1, 1980.

8. Bid Package II

Todd Building Company on site. Shop drawings being reviewed.

9. Early Procurement Package

Deleted from project.

10. 1% For Art Program

~~MAC funding contract signed~~ (E)

MAC to review project Selection Committee nominees Wednesday, Nov. 19.

2294 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center

Date: November 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, OSHD

Mr. Boyd's October 31, 1980, letter offers support for the four major areas still being discussed in the Justice Center. The following are our comments.

1. DDC Lobby Floor. We can see no reason to alter our opinion that 1760 sq. ft. is equitable for the lobby. The overage shown on the latest plans is the result of moving the toilet facilities into the retail area. If these facilities are put back, the resulting area will be approximately what we will allow.

2. Kitchen/Recreation Floor. The additional space of 410 sq. ft. adjacent to the learning center can be used as multipurpose space and is eligible for Federal funding. This multipurpose space was allowed on other floors, but could not be fit in.

3. Kitchen/Recreation Floor. The kitchen as designed exceeds our limit by some 330 sq. ft. The floor footprint is fixed and the other spaces are at program. The additional space ended up in the kitchen which probably makes for a more functional facility. We consider this addition to be design driven and accept it for Functional Replacement.

4. Kitchen/Recreation Floor. The toilets shown exceed the program. The makeup for the floor requires more toilets to function properly and this is quite evident. In addition, the data furnished does support the number of toilets shown, so we concur in an additional 125 sq. ft.

G. L. Green

cc:
OSHD (R W Ellison, R/W)

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1980

In Reply Refer to
File No.:

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Justice Center
Floor Areas
Functional Replacement
File 46993
FAP No. I-205-7(76)312 (JAIL)

Recent negotiations between the State and Federal Highway Administration have resulted in your acceptance of floor area assignment in the Justice Center as shown in the hand-colored floor plans dated October 2, 1980, and October 17, 1980, except for four locations. These locations are as follows:

1. DDC Lobby Floor. The DDC lobby area exceeds your allowance of 1760 square feet by 338 square feet.

2. Kitchen/Recreation Floor. The learning center/library exceeds your allowance of 1300 square feet by 410 square feet.

3. Kitchen/Recreation Floor. The kitchen exceeds your allowance of 4625 square feet by 330 square feet.

4. Kitchen and Recreation Floor. Inmate and staff toilets exceed your allowance of 75 square feet by 125 square feet.

The DDC lobby area has been redesigned several times in order to develop a functional area which will operate efficiently. The current layout minimizes interfering cross traffic and provides the most logical solution to the DDC area problem. The evolution of this layout has not been easy. It combines the best efforts and experience of both operational and design personnel. It is our belief that through function, the layout is design driven and should be accepted for functional replacement.

NOTED
F. B. KLABOE

Form 734-3122

The smaller of the two rooms in the learning center/library is being reassigned as the multi-use space (400 nsf) shown in the functional replacement program under the heading, "Housing." This will place that area under the functional replacement program.

The kitchen area has been redesigned since the previous colored floor plans were issued (July 23, 1980). The area has been increased by taking in a part of the indoor recreation area and by rearranging space so that a former hallway area becomes a part of a productive area (freezer and refrigerator). The former hallway area was, in effect, allowed as functional replacement because of the policy of assigning hallways to the floor users. This space should not fall out of the functional replacement program simply because it was upgraded to a productive and useful area. From an engineering standpoint, I believe this is the best use of the space available. It is my opinion that it should be allowed as functional replacement.

Your allowance of only three toilets for inmates and staff on the recreation floor is insufficient for the needs of the floor. Staff toilets must be separate from inmate toilets. The minimum required would be one male and one female as shown on the drawings. The attached "Time Saver Schedule" sheet (architectural reference) shows the minimum number of toilets and urinals required for factory toilets and locker rooms. This would apply to our recreation floor also. Current plans are for a maximum capacity of 96 inmates in the indoor outdoor recreation areas at any one time, plus 18 inmates in the learning center area. This totals 114 inmates on the floor at any one time. The standards sheet indicates a minimum of four toilets, three urinals and six wash basins required for this size male population. The current floor plan shows six inmate toilets and six wash basins. This is approximately equivalent to standard requirement and should be approved for functional replacement along with the staff toilets.

The geometric shape of the building has been long established and I don't believe it prudent to try and eliminate the space in question by changing that shape at this late date. Considering the current stage of the design, the fact that the original functional replacement program was derived prior to the preliminary planning stage of the facility, and the number of other areas that are under program, I believe it reasonable to include the above listed areas in the functional replacement program.

If you are not in accord with this, the above listed areas must be considered as possible claim items on this project.

RWE:jh
attach.

bc: Tom Walsh
F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
R. W. Ellison

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files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 7, 1980

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak St.
Portland, OR 97204

RE: Justice Center
State/Architect Agreement
Supplement No. 5
File 46993
FAP#I-205-7(76)312

Dear Mr. Cornwall:

Attached for your files is a copy of fully signed Supplemental Agreement No. 5.

Very truly yours,

MISC. CONTRACTS and AGREEMENTS No. 5459

Robert W. Ellison
Project Manager

RWE:jr

cc: E. S. Hunter
D. H. Moehring
R. W. Gormsen

11/17/80

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Form 734-3122

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 5, 1980

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400-1220 S.W. Fifth Ave.
Portland, OR 97204

RE: Justic Center
Crime Lab Relocation
File 46993
FAP#I-205-7(76)312

NOTED
E. S. HUNTER

Dear Mr. Bradfish:

The attached detailed estimate from the architect shows the cost of moving the Crime Lab from its present location into the completed Justice Center to be $355,124. This is for items 2 and 3 of the estimate only. Item 1, in amount of $84,380 has been included in the current direct construction cost for the Justice Center.

As noted in the letter of transmittal, several ite which do not presently exist in the Crime Lab are included in the estimate. These are bullet-resistant and explosion-proof doors, electronic security, cabinet unit heaters and floor drains in drying room, and air compressor. These items amount to approximately $13,000. The architect informs me that the only one of these items required by code is the explosion-proof doors. The other items are "desires" of the crime lab people. In an effort to reduce the moving costs these desired items ($11,000) could be eliminated.

I understand from you that the State Police will move (and pay for the move) the Crime Lab after the Justice Center is complete. In an effort to reduce the moving costs as estimated, it may be prudent for the crime lab people to review the enclosed estimate with the architect and our construction manager. If you agree that such a review would be beneficial, will you, as contact person with the crime lab people, arrange for the review, or would you prefer that I make the arrangements?

Very truly yours,

Robert W. Ellison
Project Manager

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RH:jr
cc: E. S. Hunter
J. B. Boyd
Jack Cornwall
John McCarthy

Form 734-3122

9294

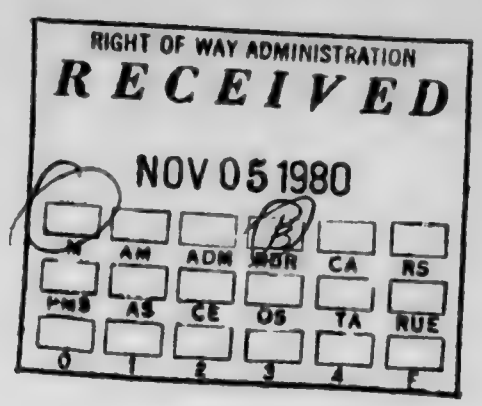
Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

November 4, 1980



Oregon Department of Transportation
State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. R. W. Ellison, Project Manager

Reference: Job No. 6027-03, Justice Center - Police

Subject: Estimated Cost to Relocate OSP Crime Lab from Police Station to Justice Center

Gentlemen:

We enclose our October 30, 1980 estimate for the relocation of the OSP Crime Lab to the Justice Center for your consideration.

We have broken down the costs into three categories:

1. Rough-in Costs for Mechanical & Electrical Systems totaling $84,380. These costs are currently included in our estimate for Direct Construction Cost for the Police portion of the building. It is interesting to note that this cost is within about 10% of what our estimate for total and complete mechanical and electrical work for this 7,200 square foot space would be if it were standard office space.

2. Cost of new architectural, mechanical and electrical construction within the 7,200 square foot space exclusive of costs associated with the existing casework and equipment: $301,724.
This includes partitions of various types; special concrete block wall construction for the test-fire area; narcotics storage and explosion-proof gas storage; doors, including special bullet-resistant, explosion-proof and secure doors; floors; ceilings; and approximately 100 lineal feet of new casework identified on the Crime Lab plan prepared by Lt. Cooke. Mechanical and Electrical work in this category is finish work within the space. Some line items in our estimate do not exist in the present Crime Lab: for example, bullet-resistant and explosion-proof doors, electronic security, cabinet unit heaters and floor drains in drawing room. There is presently no specific air compressor for the present Crime Lab: air is presently supplied from a central compressor in the building. Items totaling $25,500 identified with an asterisk under Mechanical Finish Work might also be assigned under Move-In Costs.

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee E. Kilbourn CSI William T. Parker, II AIA Larry S. Bruton James W. Bostwick

3. Costs associated with disconnecting present equipment and casework modifying to meet requirements of new configuration, moving to Justice Center, and reinstalling and connecting: $53,400.
The line item "Rework existing Casework to fit and install new resilient base - $20,000" is a guess. While the casework is modular, it is being planned into entirely new configurations. The extent of this remodeling will be depend on a more detailed statement of requirements by the Crime Lab. Note also that moving costs are based on the assumption of a single move during normal working hours and do not take into consideration a phased move in which part of the lab might be in operation either in the Police Station or the Justice Center while the rest is being relocated.

Costs described under items 2 and 3 above are not included in the present Direct Construction Cost estimate.

With the exception of the moving costs, all costs are based on the assumption of a General Constractor doing the work.

We recognize that the cost identified in this estimate are quite high. We have furnished enough detail, however, so that the contribution of the various parts to the whole can be understood. It is probably possible with the help of this itemized estimate to see where cost savings can be effected.

We will be happy to provide further information or explanation for the items in the estimate at your request.

At present the space is included in the project as an unfinished area. We await your further directive before proceeding further.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

Enclosure As Stated

JC:db

cc: John McCarthy/with enclosure
Don Karaman/with enclosure
Sid Nielsen/with enclosure
Tuck Wilson/with enclosure

ZIMMER GUNSUL FRASCA PARTNERSHIP A.I.A.

JOB NO. 6027-03
JUSTICE CENTER

OCTOBER 30, 1980

OSP CRIME LAB
ESTIMATED COSTS TO RELOCATE FROM POLICE STATION TO JUSTICE CENTER

Estimate is divided into three parts:

1. Costs carried in Police Base Building Direct Construction Cost for rough-in only for HVAC, fire protection, plumbing and electrical.

2. Cost of new architectural mechanical and electrical construction.

3. Cost of disconnecting existing casework and mechanical and electrical equipment, relocating to new building including modifications to fit new space and re-installation including mechanical and electrical hookup.

---

1. Mechanical and electrical rough-in (carried in Base Building Estimated Direct Construction Cost). Based on 7,200 square feet of unfinished space.

HVAC Rough-in	$ 36,000	
Fire Protection (low hazard)	3,600	
Building Plumbing	-0-	
Lab Plumbing Rough-in	4,000	
Lab Ductwork Rough-in	20,000	
Electrical Rough-in	6,480	
SUBTOTAL		$ 70,080
Escalation 6%		4,200
		$ 74,280
General Conditions and Fee 10.5%		7,800
		$ 82,080
Contingency 2.8%		2,300
TOTAL		$ 84,380

RIGHT OF WAY ADMINISTRATION
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2. Cost of New Construction

ARCHITECTURAL

CMU (test fire, narcotics and gas storage)	$ 11,078	
Secure Wall at Evidence Storage	4,080	
Ceiling Height Partitions	11,620	
Furred Walls	1,800	
Folding Partition	2,000	
Relights	1,404	
Paint	3,213	
Standard Doors	6,545	
Secure Doors	1,950	
Bullet-Resistant Doors	4,000	
Explosion-proof Doors	2,000	
Ceilings	6,750	
VAT Floors and Base	5,142	
Ceramic Tile & Base	522	
Carpet	3,466	
New Casework	15,000	
Electronic Security	3,560	
Miscellaneous	3,270	
Design Contingency	10,000	
TOTAL ARCHITECTURAL		$ 97,399

MECHANICAL FINISH WORK

HVAC	$ 36,000	
Fire Protection (hoods)	4,320	
Cabinet Unit Heaters in Drying Room	950	
Additional Sink at Lunch Room	1,100	
Floor Drains at Test Fire and Drying Room	1,800	
Air Compressor	1,000	
Lab Hood Exhaust Ducts	7,200	
*Bench Connections	11,000	
*Hood Connections	2,000	
*Bench Gases	8,500	
*Natural Gas	4,000	
TOTAL MECHANICAL FINISH WORK		$ 77,870

ELECTRICAL FINISH WORK

Lighting and Power	$ 75,312	
TOTAL ELECTRICAL FINISH WORK		$ 75,312

*Question whether these are "construction" or "moving" costs.

SUBTOTAL ARCHITECTURAL, MECHANICAL & ELECTRICAL		$250,581
Escalation 6%		15,035
		265,616
General Conditions & Fee 10.5%		27,890
		293,506
Contingency 2.8%		8,218
TOTAL		$301,724

3. Disconnect, Move, Reconnect

Electrical Disconnects	$ 1,470	
Electrical Reconnects	1,470	
Plumbing Disconnects	1,400	
Plumbing Reconnects	2,800	
Disassemble, Reassemble Casework	12,000	
Rework Existing Casework to Fit & New Resilient Base	20,000	
SUBTOTAL		$ 39,140
Escalation 6%		2,300
		41,440
General Conditions & Fee 10.5%		4,400
		45,840
Contingency 2.8%		1,300
TOTAL GENERAL CONTRACTOR		$ 47,140
Moving Costs:		
Lile Quote, Straight Time, Single Move, Today's Cost	$ 5,300	
Labor Escalation to 1983 (assume 20%)	1,060	
TOTAL MOVING COSTS		$ 6,360
TOTAL		$ 53,400

JC:db

cc: Master File, Routing

Grand Total, Item 2 & 3 = $355,124
(Item I is already included in Direct Constr. Cost for bldg.)

9414

H-E-473

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Ellison
Project Manager

DATE: October 31, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Crime Lab
Justice Center
File 46993
FAP No. I-205-7(8)311

who? State? State money?
Decided by Walsh et al to go to this off-dead center. Such needed as agreement drew to close. JB 12/1/80

I discussed with the State Police Headquarters the Crime Lab and what there understanding of it was. It is apparent that they have not budgeted any amount such has been under discussion for the move. I indicated that we would provide the extra plumbing, ceilings and floors and a minimum of partitions to subdivide the space. Other than that, we had no anticipated thoughts regarding the move in the facility.

They indicate that all that material was contracted and brought into the Crime Lab itself and assembled. If it was brought in modular, it would seem that it could go out modular and not cost the amount of money the architect is claiming. We have to work in detail on this problem and determine if in fact the architects estimate is correct a problem will surely develop. The State Police will be discussing it with the Crime Lab Captain first of the week.

JBB:jr

BUF #2 11-25-80 12-14-80

JOB NO. 6027
JUSTICE CENTER

OCTOBER 27, 1980

MEETING NOTES: Meeting held 10/24/80 at ZGF

FROM: Jack Cornwall

THOSE PRESENT:
City of Portland: Earl Bradfish, Inspector Wayne Sullivan, Frank Hillman

Oregon Department of Transportation: Bob Ellison

Turner Construction Company: Marc Bloomfield

ZGF: Jack Cornwall

DISTRIBUTION: Those Present, Sid Nielsen, Don Karaman, Art Nordling, Ernest Grigsby, Joe Guerino, Frances Osburn, Carl Freeze

SUBJECT: Resolution of Cost and Scope Discrepancies

RIGHT OF WAY ADMINISTRATION
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1. Earl Bradfish is concerned that scope of interior finishes described in July 15 Design Development Report be carried in State-City Guaranteed Maximum Cost Agreement. Further, he is concerned that only those items specifically agreed upon in negotiations between State and City with costs developed in Turner's Value Engineering Report be used to reduce the scope of the City's project.

2. Jack Cornwall stated that ZGF requires an immediate and clear direction on a relatively detailed basis on how to proceed relative to scope versus dollars.

3. If State and City accept Turner's latest estimates of construction cost (V.E. Report 9/17/80 Attachment A) and V.E. takeout items as valid and binding, then it makes no sense for ZGF to estimate costs and State/City must direct ZGF in deail and immediately as to the scope of systems and finishes to include since ZGF does not agree with the values Turner has placed on line items in their estimate and Value Engineering Report.

4. Cornwall recommended a different approach: Definition of detailed requirements and their costs has developed considerably since the July 15 Design Development Report. ZGF has prepared information to relate scope and cost. This information can be used as the basis for discussion between Police Bureau and Architect which can result in bringing the cost estimate in line with the budget.

5. The information shows:

   a. The City's budget for Direct Construction Cost for Phase III — $ 9,017,000

   b. Architect's estimated cost for Police Project as defined in the July 15 Design Development Report, reflecting all subsequent discussions to date regarding function, security and acoustics — 9,670,000

c. The Architect's itemized assessment of possible cost reductions in six categories in order to meet the budget TOTAL $ 467,000

6. Decision

Earl Bradfish concurred in general with the cost reduction items detailed with the following exceptions:

a. Do not reduce carpet quality overall. Consider two levels of carpet quality.

b. Retain carpet in elevator lobbies, corridors and spaces where V.A. tile floors would otherwise require excessive maintenance.

c. Interior partitions should be painted gypsum board rather than vinyl-faced for ease of repair.

d. Architect should proceed to work out cost reduction details with Police Bureau.

7. Action

a. ZGF will revise Finishes description in October 17 Building Description to agree with July 15 Design Development Report (except where information from Police Bureau recommends otherwise).

b. Turner will furnish detailed estimating information to ZGF for Police.

c. ZGF and Police Bureau will work together to reduce estimated costs to agree with budget.

JC:db

cc: Master File

ROW 12

filee

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 31, 1980

MISC. CONTRACTS and
AGREEMENTS No. 5439

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
State/Architect Agreement
Supplement No. 4
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Jack:

Attached for your file is a signed copy of the subject Supplemental Agreement.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
enc.

cc: E. S. Hunter
R. W. Gormsen
D. H. Moehring

12-16-80
noted in agree. book

Form 734-3122

ROW 12

VICTOR ATIYEH

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No..

October 23, 1980

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Retail Space
Budget
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Earl:

Per your request, enclosed is a copy of the project budget for the retail space included in the Justice Center.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
enc.

cc: Tom Walsh w/attach.
E. S. Hunter w/attach.
J. B. Boyd
Glen Green w/attach.
Tuck Wilson w/attach.
Jack Cornwall w/attach.
John McCarthy w/attach.

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Form 734-3122

RETAIL BUDGET

Construction:

Phase III(Construction Estimate--Turner)		$520,000
Construction Budget		$520,000
Construction Contingency:		
Phase III	$52,000	
Total	$52,000	$ 52,000
Indirect Costs:		
A/E Fee	$28,800	
Professional Services	$18,900	
Permits, fees, etc.	$ 3,400	
Total	$51,100	$ 51,100
PROJECT BUDGET		$623,100

9214

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Multnomah County Justice Center
(Your ROW 12 dtd 9-16-80)

Date: October 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: H-PD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's memorandum of September 16, 1980, furnished a copy of the proposed Metropolitan Arts Commission guidelines for selecting art for the Justice Center, and asked for our comments.

On April 17, 1980, we agreed to contributing 1% of the Federal share of the construction costs for art. This money will be used on a reimbursable basis for art actually furnished to the building. The billings would be as any other Federal-aid charges and would be included in the project authorization.

We expect to pay for specific items of art which will become a part of the detention areas or public areas of the building. This is no change from our April 17 letter. The costs we will pay would include the direct cost of the art in question. Federal funds cannot be used for overhead or administrative costs of the MAC.

G. L. Green

cc:
OSHD (R W Ellison, Proj Mgr)

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cc Wheeler

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

October 13, 1980

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Justice Center
Architect's Monthly
Report
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Tuck:

Attached for your information is a copy of the Architect's Monthly Status Report.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: Tom Walsh w/attach.
E. S. Hunter w/attach.
J. B. Boyd w/attach
G. L. Green w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

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TECHNICAL SERVICES
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Form 734-3122

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 6027
JUSTICE CENTER

OCTOBER 10, 1980

STATUS REPORT
October 10, 1980

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1. Project continues in Construction Documents Phase begun July 16, 1980 for preparation of Bid Package III.

2. Construction Documents for Bid Package III are now estimated to be 35% complete:

Structural (kpff)	50%
Mechanical/ Electrical (PAE	35%
Detention Security (WMFL)	30%
Architectural Coordination (ZGF)	33%

3. Completion of Bid Package III Construction Documents is now estimated to be February 16, 1981.

4. Status of critical items affecting progress:

   a. Planning: In general we believe both City and County have accepted Detention plans presented to date, although no written approvals have been received. Outstanding item awaiting County approval: servery and control post for Special Housing "Half Module".

   b. Specifications: Submitted October 8, 1980 awaiting approval from City and County.

   c. Building and Detention Security: Reviewed with County during week of October 6. Anticipate approval of final detail to be submitted in approximately two weeks.

   d. Police Security: Reviewed with City Police during week of October 6. Final scope affected by City budget.

   e. Building Exterior: Review of design, fabrication, erection and costs took place on October 8 with Turner Construction Co., Morse Bros. Pre-cast and ZGF. Turner/ZGF consensus: estimated costs for building exterior/roof using ZGF pre-cast design appear close enough to stipulated maximum of $4.5 million to justify proceeding. Morse Bros. will make a detailed takeoff and estimate within the next two weeks for further review by Turner and ZGF.

   f. Mechanical/Electrical: Turner's Value Engineering of M&E items reviewed on October 7 with PAE, Turner (including Carl Hadra) and ZGF. Scope of M&E cost reductions from PAE will be available for review October 13.

5. Approvals

a. Special Housing floor plan approved by Jack Chapman October 1 subject to State Health Licensure approval. State Licensure written approval anticipated by October 15. (Servery and Control Post for Half Module subsequently being revised at request of County Corrections officers.)

b. Building Code Board of Appeals review of several fire separation items scheduled for October 22.

6. Delays affecting completion

a. Building exterior wall (Owner directive to stop work on building exterior August 29, 1980; Owner directive to proceed October 3, 1980: 5 weeks

ZGF additional time to assess directive re: budget limitation and review with Turner; startup time to regain production momentum: 2 weeks
(Stoppage also brought structural and mechanical engineering to a standstill)

b. Mechanical/Electrical--Value Engineering response by our M&E consultants continuing after meeting with Turner's M&E specialist. Total effect of changes on schedule not known at this point in time.

7. Cell Mockup

Contractor moved on site October 8 and graded area.

Shop drawings for steel reinforcing and misc. now approved. Hollow metal shop drawings being reviewed.

Equipment, fixtures and hardware ordered.

Estimated completion date: November 19, 1980.

8. Bid Package II

Building permit is ready to be picked up at Bureau of Buildings.

Pre-construction Conference scheduled by Turner for 10:00 am, Wednesday, October 15.

9. Early Procurement Package

Contents: Detention doors, frames and hardware.

Delay (due to finalizing and approving general housing module control posts): 2 weeks

Estimated date for completion of bidding documents: November 20, 1980

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

October 12, 1980

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

Re: Justice Center
Building Signage System
File 46993
FAP No. I-205-7(8)311 (JAIL)

Dear Jack:

As requested in your letter of October 7, 1980, you are authorized to proceed with the building signage system. This work is listed as an "additional service" in our original agreement dated January 28, 1980. This agreement provides a maximum of $35,000 for this work. This sum is included in the agreed maximum amount stipulated in the agreement.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jc

cc: E. S. Hunter w/attachment
Tuck Wilson w/attachment
Earl Bradfish w/attachment
Glen Green w/attachment
J. B. Boyd w/attachment
John McCarthy w/attachment

RECEIVED
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Form 734-3122

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

October 7, 1980

Oregon Department of Transportation
State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. Bruce Boyd

Reference: Job No. 6027, Justice Center

Subject: Building Signage Systems

Gentlemen:

We request written authorization to proceed with the building signage systems.

The Additional Services attachment to our Contract identifies this task within the scope our responsibility with a total billable fee of $38,500. Our Contract stipulates that we must receive special authorization from ODOT prior to starting work.

We have solicited the attached proposal from Robert Bailey Design Group with a quoted cost to us of $18,165 for the design of building signage systems for Detention, Courts & Corrections and Police. The total billable to ODOT will be Bailey's invoice cost to us, plus 10%, or a maximum of $19,982, well within the Contract maximum of $38,500.

We have researched the local firms who do this type of work, and are satisfied that Bailey's group has the staff and expertise best suited for this type of project.

We will appreciate your prompt response to this request so that this portion of the work can begin, and be included in the Construction Documents.

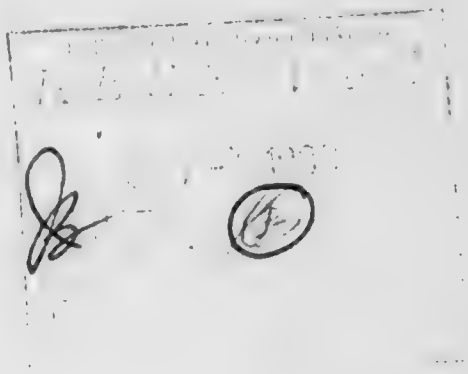
Yours truly,
ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall
Associate Partner

JC:db

Enclosure As Stated

cc: John Moll



Members American Institute of Architects

Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr. AIA Larry S. Bruton James W. Bostwick

Robert Bailey Design Group 909 Southwest St. Clair Portland, Oregon 97205 • 503/228 1

September 23, 1980

Zimmer, Gunsul, Frasca
111 SW Oak
Portland, OR 97204

Attn: John Moll

Re: Architectural Graphic Services

Dear John:

We are prepared to make the following production commitments related to the programming and design of the Public Service Building and the Justice Center graphic packages. This work is important to us and I am willing to prepare PERT charts for scheduling to insure the project is produced in a timely fashion. I will personally guarantee that once the schedule has been established I will designate adequate staff to produce these packages. Our current work load is such that these two projects will sequence after the completion of one of our major projects. I realize that scheduling is key to these projects and the design charge includes developing products that meet scheduling, this is understood.

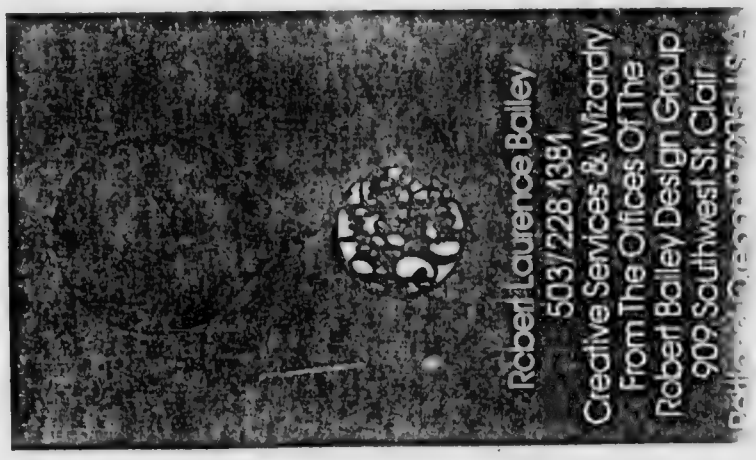
The team for these projects will include ROBERT L. BAILEY, project advisor, twenty years designing architectural signing. DALE HOOVER, project manager, just completed the project management on Clallam County Court House and Thurston County Court House, both similar projects. Mr. Hoover is also the project manager for the Peoria Civic Center, now nearing completion. The team under Dale Hoover will be PAUL BESSERMAN and BRIAN DEMINGS, both with many years of experience. Additional drafting staff is available.

I would be happy to meet with you and have you meet the key personnel for this project.

Thank you,

Robert L. Bailey

RLB:kt
CC: Jack Cornwall



Doug Beaudry Design Group 909 Southwest St Clair Portland, Oregon 97205 • 503/228 1

September 4, 1980

Zimmer, Gunsul, Frasca Partnership
111 S.W. Oak
Portland, Oregon 97204

Attention: Mr. John Moll

Re: Justice Center signage system design services

Dear Mr. Moll:

We appreciate the opportunity of developing the architectural graphic systems for the Justice Center

The Justice Center is quite a complicated building directionally. It will require two systems of signage; one public and one for the secured areas. The product must have flexibility with a great resistance to vandalism, as this occurs when people stand around. Secured areas must consider that a sign could be used as a weapon. We have experience of two other facilities of this type that will be very useful.

I submit the following proposal of professional design services related to the programming, design and preparation of contract documents for the signage as follows:

SCOPE OF WORK

Phase I - Programming and Analysis

1. Review and analize architectural plans and surveys supplied by arichitects.

2. Interview selected client personnel for individual identification of departments and directional requirements.

3. Define constraints, handicap code requirements, systems inhouse or outside purchase, time requirements, budgets and flexibility.

4. Determine operational and functional requirements.

5. Define project scope and develop project schedule.

6. Prepare written report of data compiled in this phase. This information will be integrated into our directional flow system analysis and elements will be assigned priorities that develop the appropriate hierarchy of information, direction and control.

7. Submit report for approval.

Phase II - Design Development

1. Identify all graphic system components and prepare preliminary graphic schedule.

2. Determine preliminary location of all components.

3. Develop system for layout and size of system components.

4. Develop preliminary color system working in conjunction with Zimmer, Gunsul, Frasca Interiors.

5. Investigate use of symbols.

6. Prepare schedule presentation of preliminary work to date.

7. Submit schematics for approval.

8. Finalize graphic schedule.

9. Determine final location configuration of all system components.

10. Determine final configuration of system components as to size and layout.

11. Determine materials and fabrication methods.

12. Finalize color system.

13 Finalize language for all graphic system components, select final type style and symbols if any.

14. Prepare final design presentation of complete family of signs. Presentation will be on presentation boards and photographed for slide presentation.

15. Design Presentation

    A. Architects
    B. Client

Phase III - Contract Documents

1. Prepare accurate dimensional drawings of all sign types, signing typography, layouts, sign construction details and installation instructions.

2. Produce specifications for materials fabrication.

3. Produce sign location using architects plans for background sheets.

4. Prepare graphic schedule of all text.

5. Submit preliminary working drawings and specifications for approval of architects and city.

6. Submit final approved working drawings and specifications to city for bidding procedure.

7. Review bids for intent and make recommendations for contract awards.

Phase IV - Supervision

1. Prepare additional drawings as required as a result of construction changes.

2. Check shop drawings from fabricator.

3. Check all material samples.

4. Inspect work at fabricators.

5. Inspect installation of system.

6. Approve certificate of payment upon acceptable completion of project.

Phase V - Follow Up

1. Evaluate program with architects and clients.

2. Fine tune system and prepare list of additional components, if required for purchase.

3. Prepare sign systems manual of all components in a simplified form of drawings and reorder information that will maintain the system for the life of the project.

4. Present final evaluation report and graphic standards manual.

CONTRACT CONDITIONS

1. We will provide the services outlined in this proposal on a time and material basis not to exceed ($18,165.00) Eighteen thousand one hundred sixty-five dollars, without your prior authorization. This is based on an employee billing rate of ($35) Thirty-five dollars per hour. Charges will be billed monthly and due net thirty (30) days. Interest of 1½% will be charged on unpaid accounts over forty-five (45) days and be included on your next billing.

2. Other job related expenses would be billed as extras. Photostat reproductions necessary to illustrate our designs plus blue-line prints and specifications of the bid package will be billed at cost.

3. In the event that extra time or other expenses are incurred by the changes ordered by Zimmer, Gunsul, Frasca Architects or the client after acceptance of original design and specifications, the Robert Bailey Design Group will be entitled to additional compensation based upon our hourly rate or other specific costs incurred.

4. INSURANCE

Commencing with the performance of our services on this project and continuing during the term of this agreement, we shall provide and maintain insurance policies in full force and effect with responsible carriers of the following type and amount.

Workman's Compensation

Workman's compensation shall comply with the statutory requirements of the city, county and state and shall apply to all persons employed by us.

Comprehensive Liability Insurance

Comprehensive liability insurance, of not less than Five hundred thousand dollars ($500,000.00) for death or injury to more than one person and property damage, or both combined, in any one occurrence.

We agree to furnish evidence satisfactory to you that our policies are in full force and effect.

We agree to fully protect, indemnify and hold harmless and defend you, your officers, agents and employees from against any and all loss, cost, damage, injury, liability claims, liens, demands, taxes, penalties, interest or causes of action of every nature whatsoever, including but not limited to your and our officers, agents, employees and/or property in any manner arising out of or incident to or in connection with our services under this agreement and resulting from agents or employees arising out of conditions existing at the Justice Center or the facilities, materials, and equipment located thereon,

Insurance continued -

> causing injury to or death of our officers, agents, or employees, or loss or damage to our facilities, materials, and equipment except for such liability resulting from or caused by the personal participation of you or your officers, agents or employees in an affirmative act of negligence.

We agree to perform the consulting services hereunder as an independent contractor and not as your employee, and all persons employed by us in connection with such services shall be our employees and not your employees.

If the terms of this agreement meet with your approval, please sign and return one copy for our files.

Sincerely,
Robert Bailey Design Group

Robert L. Bailey

RLB/kt

Approved_____ Date_____

12-14

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 6, 1980

NOTED
E. S. HUNTER

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

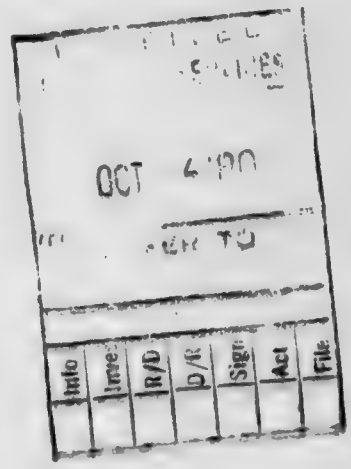
RE: Justice Center
1% for Art
State Participation
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Tuck:

Your letter of September 17 requests reconsideration of the State's position on contributing 1% for art on this project. The matter has been referred to our Chief Counsel for interpretation. It is his opinion that my memo of December 4 is correct. The State cannot participate in the art program because the Justice Center is not a State building. The State's 1% for art program is clearly intended for State buildings only.

Very truly yours,

J. B. Boyd
Right of Way Manager



RWE:jh

cc: Tom Walsh
E. S. Hunter
R. W. Ellison
G. L. Green
Earl Bradfish
John McCarthy

Form 734-3122

ROW 12

2.

VICTOR ATIYEH

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 6, 1980

NOTED
E. S. HUNTER

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Justice Center
Architect Status Report
File 46993
FAP No. I-205-7(8)311 (JAIL)

Dear Tuck:

Attached for your information is a copy of the Architect's monthly report dated September 26, 1980. This is the first such report. They will continue through the life of the project. To date the memos of Project Management Team meetings have kept us abreast of the project status.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: Tom Walsh w/attach.
E. S. Hunter w/attach.
J. B. Boyd w/attach.
Glen Green w/attach.
Earl Bradfish w/attach.
John McCarthy w/attach.

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ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 6027-01
JUSTICE CENTER - DETENTION

SEPTEMBER 26, 1980

RIGHT OF WAY ADMINISTRATION
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STATUS REPORT
September 26, 1980

1. Project has been in Construction Documents Phase for preparation of Bid Package III since July 16, 1980.

2. Construction Documents for Bid Package III are now an estimated 33% complete. (kpff 50%, PAE 28%, WMFL 17%, ZGF 33%)

3. Completion of Construction Documents for Bid Package III is now estimated to be January 30, 1980, but is dependent on immediate resolution of outstanding items.

4. Critical path items include:

   County approval of all final detail Detention planning

   County approval of security for building, Detention and Police

   County approval of Detention operations

   Owners direction for building exterior

5. Special Housing Floor has been pulled from production and no longer indicated on Project Critical Path. ZGF awaiting County approval of drawings reviewed with County on September 16th and submitted to State Health Planning September 19th. Schedule originally anticipated County approval by July 31.

6. Approvals

   City Council approval of ordinance for revocable permit 8/13/80 to construct raised landscaped plaza and staircase on public right-of-way.

   Tuck Wilson approval of Detention Interiors 9/19/80.

7. Delays affecting completion

   Owner directive to stop work on building exterior — 4 weeks

   This affects work of mechanical engineer (Penthouse, glazing, lobby). Work on building lobby and related Court rooms and Court's lobby stopped also.

   Value Engineering Report touched on nearly all aspects of current work. As of September 26th, Production on Construction Documents for Bid Package III, in the absence of Owner directive, is rapidly coming to a standstill. — 1 week

8. Cell Mock-up

Authorization to proceed given to Reimers & Jolivette Sept. 9, 1980

Rebar and misc. iron shop drawings being reviewed by ZGF/kpff.

Estimated completion time 6-8 weeks

9. Early Procurement Package

Contents: Detention doors, frames and hardware

Estimated completion time 6 weeks

JC:db

cc: Master File
Routing

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1980

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
V. E. Response Cost
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Jack:

Your letter of September 29, 1980 to R. W. Ellison, requests reimbursement as "extra service", for your time preparing a response to the Construction Manager's Value Engineering Study.

You requested the opportunity to make the response. You made no mention of "extra service" cost at the time so I understood that the work would be included as ordinary work under our original contract. Our contract requires that payment for extra work shall be as agreed to by the Architect and State at the time the work is authorized. There was no agreement to the effect that the V. E. Response would be "extra service"; therefore it can only be considered as ordinary work under the contract.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh

cc: Tom Walsh
E. S. Hunter
R. W. Ellison
Tuck Wilson
Earl Bradfish
Glen Green
John McCarthy

NOTED
E. S. HUNTER

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NOV. 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1980

In Reply Refer to
File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Detention Facility Tour
Turner Report
File 46993
FAP No. I-205-7(8)311 (JAIL)

NOTED
E. S. HUNTER

Dear Jack:

I have reviewed the detention facility tour report sent to you by John McCarthy on September 19. It identifies many of the areas of concern viewed by Bob Pillsbury and myself during our recent trip to the Contra Costa and Ventura facilities. The report appears to be a good list of items to check our plans and specs against, and should help eliminate changes during construction.

An additional item of concern is the quality of surface finish. Contra Costa has many finish surface irregularities which, in my opinion, represent poor workmanship. The bid documents for our project should be written to preclude acceptance of such poor work.

The Turner report identifies problems of fixing responsibility because of the many separate contracts awarded on some projects. The award of our Phase III Construction Contract to one prime contractor who has responsibility for coordination of all the work should eliminate this problem on our project.

I am sure that through the continuing cooperative efforts of all parties involved, we will produce a facility that everyone can be proud of.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
cc: Tom Walsh w/attach.
E. S. Hunter
Glen Green w/attach.
Tuck Wilson w/attach.
Earl Bradfish w/attach.
John McCarthy

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SEP 24 1980
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Form 734-3122

September 23, 1980

The Honorable Connie McCready
Mayor of Portland
City Hall
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Artwork
Justice Center
File 46993
FAP No. I-205-7(8)311 JAIL

Dear Mayor McCready:

Your request of March 5 to consider artwork for the new Justice Center was forwarded to the Federal Highway Administration. They have agreed to participate in the cost of artwork up to 1% of their total contribution to the cost of construction and functionally replacing Rocky Butte Jail.

We have already received the proposed "1% for art" guidelines from the Metropolitan Art Commission and forwarded them to the Federal Highway Administration for comment and/or approval. Work on the ground rules for "1% for art" is proceeding and should result in the cooperative acquisition of art work which is satisfactory to all concerned.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:mk

cc: Don Clark
Multnomah County Executive

Earl Blumenauer
Multnomah County Commissioner

bc: F. B. Klaboe
H. S. Coulter
D. H. Moehring

NOTED
F. B. KLABOE

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1980

In Reply Refer to
File No.:

Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center, N.E.
Salem, Oregon 97301

Tuck Wilson, Director
Department of Justice Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
1% for Art
Guidelines
File 46993
FAP No. I-205-7(8)311
(JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached is a set of guidelines proposed by the Metropolitan Arts Commission for use of the 1% for art funds available for the Justice Center project.

MAC has indicated that solicitation for art may be on an international basis.

Availability of funds is naturally a question. Is the money to be available on a reimbursable basis as spent, lump sum, or other? Will billings for art go through my office, or directly to each agency?

Your comments are solicited.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
TECHNICAL SERVICES
SEP 16 '80
REFER TO
FOR

RWE:jh
attach.

cc: Tom Walsh w/attach.
E. S. Hunter w/attach.
Jack Cornwall w/attach.
John McCarthy w/attach.

Form 734-3122

THE CITY OF PORTLAND, OREGON
AND
MULTNOMAH COUNTY

METROPOLITAN ARTS COMMISSION
Corbett Building - Room 314
430 S. W. Morrison Street
Portland, Oregon 97204
248-4569

9/11/80

Bob -

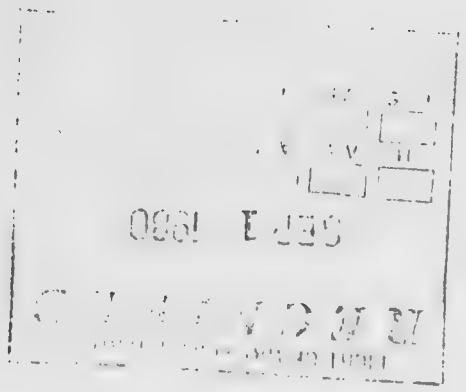
The Commission left out the consultant altogether (it is neither "included" or "excluded") because they considered it a budgetary item. Does not make sense to me + they are going to put it in in final draft — Glad you pointed that out, as it is quite important -

I would like to know when the money is available from the feds - Is it on a reimbursed basis or may we get a lump sum? Obviously, we'd rather do the latter.

The info. I have in my office from Seattle is not appropriate + someone else has the guidelines at present. I think the Oregon 190 brochure should help anyway.

Thanks -

Selma



METROPOLITAN ARTS COMMISSION

Corbett Building, Room 314
430 Southwest Morrison Street
Portland, Oregon 97204

503 248 4569

September 11, 1980

RECEIVED
SEP 1 1980

Robert W. Ellison, P.E.
Project Manager
Justice Center
110 Transportation Bldg.
Salem, OR 97310

Dear Mr. Ellison:

I enjoyed meeting with you yesterday and am glad we were able to touch base in an early stage of our program.

The Metropolitan Arts Commission (MAC) is a City/County agency in Portland. By City and County ordinances Nos. (City) 149425 (County) 222, we are charged with administering the 1% for Art Program in this area and, as you know, the new Justice Center Building is one of the projects with a 1% clause.

I have attached a draft of guidelines for administration of the program (Exhibit A). This draft was compiled by MAC with extensive assistance from the Oregon Arts Commission, the Seattle Arts Commission, community arts leaders, and our attorney. By all accounts, the Seattle Arts Commission's 1% Program is one of the best in the country, and we have been very pleased with their cooperation and guidance. We have also used resource materials from many of the 1% programs nationwide, one of which is the 1% for Art: New Legislation can Integrate Art and Architecture published by Western States Arts Foundation. This publication details all aspects of the program, and we were fortunate to have its authors in Portland for consultation as well. I have included a copy of the Oregon Arts Commission's 1% brochure (Exhibit B) for your reference.

The Metropolitan Arts Commission is in the fortunate position of representing both the City and County but since part of the funds for the Justice Center are federal dollars, we will need federal approval of our guidelines.

MAC is having a public hearing September 23rd in an effort to solicit local response to the document and will be meeting as a Commission to compile the final document shortly thereafter. We feel that the guidelines are extremely sound as proposed, and it is my hope that the federal government will see fit to approve them as well.

I have attached a copy of an estimated budget (Exhibit C). We will not have exact figures until the bids come in (early 1981), but wanted to provide you with some figures. It is our intention to hire a consultant to run the program from funds outside of the 1% for artwork but to set aside 5% of the artwork budget for maintenance and insurance. Most 1% programs set aside 10% for care-in-perpetuity but we feel that the 5% is adequate at present.

As you are well aware, the construction is already underway and if we are to assure the best possible integration of art into the building, we must have the program administration set up as soon as possible. We greatly appreciate your efforts on our behalf and with your assistance, hope to have the federal approval of our guidelines soon.

Please call me if you have any questions.

Sincerely,

Selina M. Roberts

Selina M. Roberts
Executive Director

SR:ac

cc: Earl Bradfish - GSA
George Lee - City
Nancy Wadell - County

encls. (Exhibits A,B,C.)

EXHIBIT A

DRAF

SEP 9 1980

METROPOLITAN ARTS COMMISSION
1% FOR ART GUIDELINES

I. THE PURPOSE of these guidelines is to structure the process for selecting, purchasing, commissioning and maintaining art to implement the 1% ordinances adopted by the City of Portland and Multnomah County, and to expend these public funds on art which is of high aesthetic quality, advances the public appreciation of art, or enhances the aesthetic quality of the public facility which will be the site of works of art funded by these 1% for art funds. The goal is to select and display art which represents the best in artistic skills and which excite, intrigue, stimulate or please the public.

II. GUIDELINE DEFINITIONS:

A. "Artist": A practitioner in the visual arts, generally recognized by critics and peers as a professional of serious intent and recognized ability, who produces works of art as described above and who is not a member of the project architectural firm.

B. "Architect": The person or firm (architect, landscape architect, interior designer, or other design professional) designing the project to which the 1% funding applies. Where the architect is a firm, then the term Architect shall mean the principal of that firm in charge of designing the project to which the 1% funding applies.

C. "Contracting Agency": That governmental body, or that division or agency of a governmental body which has the responsibility for coordinating and administering, on behalf of the County or City, the completion of the project to which the 1% funding applies.

D. "Coordinator": The staff person designated by the Metropolitan Arts Commission to coordinate and facilitate the implementation of the 1% for art ordinances adopted by the City of Portland and Multnomah County.

E. "PPSC": A PPSC, or Project Planning and Selection Committee, is a committee appointed by the Metropolitan Arts Commission as specified below which shall be responsible for making recommendations to the Metropolitan Arts Committee for the expenditure of 1% for arts fund from each Project. There shall be a separate PPSC for each Project.

F. "Project": The construction of public facilities to be owned by a governmental body which is subject to the ordinances of the City and the County which are set forth below.

G. "Resident Agency": That governmental body, or that division or agency of a governmental body which will occupy or otherwise administer the use of the project. Where more than one resident agency will occupy or otherwise administer the use of the project, the resident agency shall be one of the potential resident agencies selected by the Metropolitan Arts Commission.

H. "Works of Art": All forms of original creations of visual art, including but not limited to: painting of all media, including both portable and permanently affixed works, such as murals; sculpture, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, etc., in any material or combination of materials; or other visual media including, but not limited to, prints, drawings, stained glass, calligraphy, mosaics, photography, clay, fiber and textiles, wood, metals, plastics, or other materials or combination of materials.

III. PROJECT PLANNING AND SELECTION COMMITTEE (PPSC) MEMBERSHIP

A. The Metropolitan Arts Commission (MAC) shall appoint members to serve on a Project Planning and Selection Committee for each major building or renovation project. These PPSC members shall serve at the pleasure of the MAC and may be removed by the MAC.

B. The Coordinator shall facilitate the Metropolitan Arts Commission's selection of the PPSC members by:

1. Maintaining a file of potential PPSC members in each of the membership categories listed in III.C.

2. Regularly soliciting names for the file, from all areas of the art community and providing documentation of expertise and credentials of candidates.

3. Recommending to the Metropolitan Arts Commission a list of persons for PPSC membership.

C. Those individuals who serve on each PPSC shall be appointed by the MAC and shall be comprised of individuals from the following categories:

1. The Project's Architect.

2. An employee of the City of Portland, if the City is either a Contracting Agency or Resident Agency in the Project, and an employee of Multnomah County if the County is either a Contracting Agency or a Resident Agency in the Project.

3. Three persons whose occupation is primarily in the field of the arts, and of these three, at least two who are

artists. At least one of the two artists should possess qualifications in the art form being proposed for incorporation in the building or renovation. The remaining art professional may be chosen from visual arts fields such as museum curator, arts educator, architect, designer or critic.

4. A citizen with a demonstrated interest in art.

5. A member of the MAC.

6. A Coordinator who shall serve as a non-voting chairperson of each PPSC.

D. Special Advisors or Consultants may be chosen by each PPSC to provide advisory input into the planning and selection process. Examples of such special advisors might be representatives of those City or County employees who will be in constant contact with the artwork after its selection and installation, community representatives, or special national or international experts.

E. Where the size and complexity of a project requires, each Project Planning and Selection Committee may delegate their responsibility for specific sections of a project by appointing a three-person subcommittee. At least two of the three subcommittee members must be artists.

IV. PROJECT PLANNING AND SELECTION COMMITTEE RESPONSIBILITY, PROCEDURE AND COMPENSATION

A. A PPSC shall analyze and discuss artists' prerequisites for the project, suitable art forms, specific works of art to be selected, appropriate locations, disposition of the budget, and method of artist/artwork selection including but not limited to:

1. Limited Competition: At the PPSC's direction, the Coordinator will draft a prospectus and the PPSC will invite a chosen number of artists to submit proposals. Design fees may be paid for certain types of projects as designated in the prospectus.

2. Open Competition: A prospectus will be prepared and advertised by the Coordinator at the direction of the PPSC. An open competition may be in two stages with a limited number of finalists are selected from the competition, who are then invited and paid to submit visual proposals.

B. In making the decisions regarding the expenditure of the 1% for art Project funds, the PPSC shall be guided by the goals and purposes of these guidelines and the criteria set

forth below. In addition, the PPSC shall select Works of Art which will be technically feasible to produce and display and will be insurable by insurance policies to be obtained under these guidelines, or are acceptable for self insurance by the City or the County.

C. If a special project warrants the expense, then the PPSC may advertise nationally or internationally for proposals, and may choose national or international consultants to aid in the selection process.

D. Project Planning and Selection Committees have the option of making no selection from a competition if there is no proposal judged to be of sufficient merit. If no proposal is accepted, then the PPSC has the right to reopen the competition or change the method of selection.

E. If a consensus cannot be reached by a PPSC, then a vote may be taken, with a majority carrying the decision. The recommendation will then be forwarded to the Metropolitan Arts Commission. Members of the PPSC will each have a vote with the exception of the Coordinator Chairperson.

F. Meetings of each PPSC, both those at which decisions are made and those at which decisions are not made, shall be conducted in accordance with the Oregon Open Meetings Law.

G. Artist members of each PPSC, excluding any MAC member who is also an artist, who are not paid compensation either directly or indirectly by the City or County, will receive a $100 honorarium for the service on a PPSC, either from 1% funds or from the Metropolitan Arts Commission.

V. CRITERIA FOR THE SELECTION OF ARTWORK FOR EACH PROJECT BY THE PPSC

A. Artists will be selected on the basis of their qualifications as demonstrated by past work, appropriateness of the proposal to the particular project, and its probability of successful completion, as determined by the PPSC.

B. In selecting Artists and Works of Art, the PPSC shall select Artists and Works of Art which are of the highest aesthetic quality and with respect to Works of Art shall encourage local artists, ensure an integration between art and architecture, make the Work of Art one which can be easily viewed by the public, and promote public awareness and understanding of the arts.

C. In all cases, consideration will be given to material construction, durability, maintenance, public access and safety.

D. Specifically excluded from selection are members of the project architect's firm and the staff of the Metropolitan Arts Commission.

VI. MAC DECISION MAKING

A. All decisions of the PPSC which involve the selection of an Artist, the selection of a Work of Art, or an expenditure of the 1% for art funds for a Project shall be promptly submitted in writing or visually to the MAC for its review.

B. The MAC shall review the recommendation of the PPSC as promptly as is feasible and shall have full authority to accept, reject, or modify the recommendation of the PPSC.

VII. PROJECT IMPLEMENTATION

A. Upon the designation of an Artist or a Work of Art by the MAC, MAC, the City or the County, and the Artist shall enter into a contract for the artist's services or for the purchase and installation of a Work of Art. This contract shall require the Artist to produce or deliver a Work of Art for a guaranteed maximum cost.

B. The Architect shall work closely with the Artist where required, provide engineering and technical assistance to the Artist if required, and supervise the delivery and installation of the work under the contract with the City or County. The architect shall assure that all service requirements for the Work of Art are met in the design documents and that the work may be installed as easily as is feasible.

VIII. MANAGEMENT, MAINTENANCE

A. The MAC may remove and/or relocate Works of Art, except those commissioned for a particular site or those structurally integrated with the Project.

B. The MAC will be responsible for the ongoing care and maintenance of all Works of Art purchased for the Project in accordance with the guidelines established for the MAC collection of Art.

C. All Works of Art procured from 1% for art Project funds shall either be accepted by the City or the County for self-insurance, or shall be insured by a private insurance carrier.

D. Funds for the insurance, repair, restoration and maintenance of the Works of Art for a Project may be annually appropriated by the MAC or may be paid out of a Project Reserve Fund established by the MAC out of the 1% for art funds for that Project at which the Work of Art will be located, and held in an interest bearing account. Both the principal and interest in this account will be available for these purposes. If authorized by City and County ordinances, the Project Reserve Funds from all Projects may be merged into a Reserve Fund to be available for all Works of Art in all Projects.

E. Departments housed with the completed project, who are recipients of Works of Art, must notify MAC immediately if a Work of Art is either damaged or stolen.

IX. APPLICATION OF 1% FUNDS - INCLUSIONS

Appropriations for 1% for art in the Project may be spent for:

A. The Work of Art itself (sculpture, painting, photograph, etc.) which may include, but not be limited to:

1. Artist's professional design fee.

2. Labor of assistants and materials required for production of work.

3. Studio and operating costs of the artist, including rent, utilities, insurance, and other direct and indirect costs.

4. Travel of the artist for site visitation and research.

5. Transportation of the Work to the site.

6. Installation of the completed Work.

B. Identification plaques and labels.

C. Waterworks and electrical and mechanical devices, equipment and site work which are integral parts of the Work of Art.

D. Frames, mats or pedestals necessary for the security of the work of art.

E. Anchorages, containments and devices necessary for the security of the Work of Art.

F. Works of Art which may be an integral part of the building.

G. Photographic documentation of completed works to be submitted by the artist.

H. Direct expenses of the PPSC including the expense of publicizing competitions.

X. APPLICATION OF 1% FUNDS - EXCLUSIONS

Appropriations for 1% for Art funds in the Project may not be spent for:

A. Reproductions, by mechanical or other means, of original works of art.

B. Decorative, ornamental, or functional elements which are designed by the architect or consultants engaged by the architect, as opposed to an artist commissioned for this purpose.

C. Those elements generally considered to be components of a landscape architectural design.

D. "Art objects" which are mass produced of standard design, such as playground sculpture or fountains.

E. Directional or other functional elements, such as supergraphics, signs, color coding, maps, etc., except where a recognized artist is employed.

F. Those items which are required to fulfill the basic purpose of a resident agency. Examples would be Works of Art in the collection of a City museum, or Works of Art fulfilling an interpretative or educational role in a City of County park, library, or collage art museum or gallery.

G. Preparation of the site necessary to receive the Work of Art including structural reinforcement.

H. Electrical, water, or mechanical service for activation of the Work of Art (i.e., utility costs).

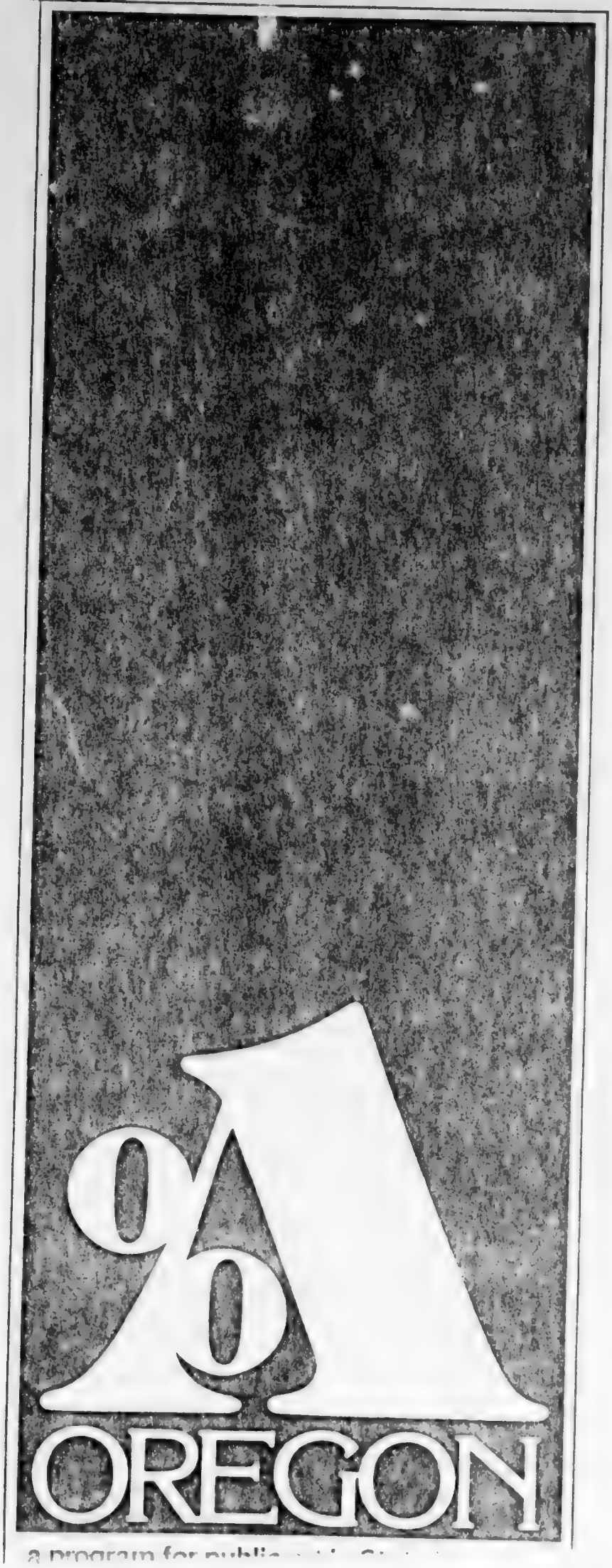
I. Art exhibitions and educational activities.

J. In connection with the works of art: lighting, registration, dedication, unveiling, security and publicity after selection.

K. Architect fees.

XI. ORDINANCES ADOPTED BY THE CITY OF PORTLAND AND MULTNOMAH COUNTY (ATTACHED)

EXHIBIT B



1% OREGON

guidelines for artists, architects, agencies, and the public

These rules are designed for artists, architects, state agencies, and the public as a practical and orderly guide to the 1% Public Art Program in Oregon. The Oregon program, first enacted into law in July of 1975, is a unique opportunity to realize in these contemporary times that which was taken for granted in centuries past—the simple marriage of the artistic and utilitarian into one humane and responsive form of public architecture.

Oregon's rich and independent tradition in the arts bridges years and embraces other cultures—Native American, Asian, and European. The energetic, early 20th century "hands-on" guilds in Portland, Salem, and other communities were reinforced and nurtured by the influx of artists and craftsmen from the East Coast during the Depression, resulting in many significant WPA projects fo the late 1930s. In 1974, the International Sculpture Symposium, held in Eugene, brought renowned artists to work in the state, meet the public, and eventually disseminate their commissioned works to Oregon communities.

The Oregon 1% Law is both flexible and sound, all to the ultimate benefit of the people of Oregon and public-owned spaces. With this legislation, Oregon joins with other states and cities—notably Washington, Hawaii, Nebraska, Colorado, Illinois, Seattle, Baltimore, San Francisco—who believe, along with August Heckscher, former Special White House Consultant on the Arts, that: "A civilization begins to manifest itself when men and women have begun to take thought about what it is they construct and how and to what end. It begins to be a living whole when the idea of beauty has found its place alongside the pressure of utility and the spur of need."

THE LAW

ORS 276.075 states that "the Legislative Assembly recognizes the responsibility of the State to foster culture and the arts and its interest in the development of artists and craftsmen. Further, the Legislative Assembly recognizes that the visual arts contribute to and provide experiences which are conducive to the enrichment and betterment of the social and physical environment. Art has enabled people of all societies better to understand their community and individual lives. Therefore, the Legislative Assembly declares it to be the public policy of the State to expend a portion of expenditures for capital purposes for the acquisition of works of art to be displayed in State buildings." ORS 276.080 further provides that "one percent of monies for construction or alteration of State buildings will be used for the acquisition of art works . . . which may be an integral part of the building, attached thereto, or capable of display in other State buildings."

PURPOSE

The purpose of this legislation as interpreted by the three administrative bodies—the Oregon Arts Commission, the Department of General Services, and the Capitol Planning Commission—is to:

1. Insure that appropriations for the construction or alteration of any State building in an amount of $100,000 or more shall include 1% of direct construction costs of the project for acquisition of works of art.
2. Place visual art of the highest quality where it can be easily viewed by the general public.
3. Utilize the talent of artists and craftspeople who live and work in the Pacific Northwest.
4. Encourage a genuine integration of art and architecture by giving artist and architect a chance to create as a team.
5. Preserve, encourage, and promote public awareness and understanding of the arts.

DEFINITIONS

A. **"Works of Art"**: All forms of original creations of visual art, including and not limited to:

   Painting: all media, including both portable and permanently-affixed works such as murals. Sculpture: in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, etc., in any material or combination of materials. Prints, clay, drawings, stained glass, mosacis, photography, fiber and textiles, wood, metal, plastics and other materials or combination of materials, calligraphy, and mixed media: any combination of forms of media, including collage.

B. **"Artist"**: A practitioner in the visual arts, generally recognized by critics and peers as a professional of serious intent, who produces work as described above and who is not a member of the project architectural firm.

C. **"Architect"**: The person or firm (architect, landscape architect, interior designer, or other design professional) designing the project to which the 1% provision applies.

D. **"Contracting Agency"**: Any State agency authorized by law to enter into public contracts.

E. **"Resident Agency"**: That State agency or agencies which will occupy or otherwise use the planned or renovated building. Often this Resident Agency is the same as the contracting agency but in some cases (notably Higher Education) the two agencies are separate.

F. **"Appropriation"**: State funds from whatever source.

G. **"State Building"**: Any structure built or remodeled by the State of Oregon using legislatively appropriated monies. However, State facilities excluded from the 1% program include: motor pools, heating plants, parking lots, maintenance sheds, highways, bridges, sewers, fishponds, fishways, service facilities at State parks and highway rest areas and similar nonarchitectural structures or improvements.

HOW IT WORKS

ORS 276.090 states that the Oregon Arts Commission, the Capitol Planning Commission and the Department of General Services, if the construction project is located within the area defined in ORS 276.028, and the Oregon Arts Commission, Department of General Services and the contracting agency if the project is located outside the area defined in ORS 276.028, in consultation with the project architect, "shall determine the amount available for each State building and shall commission by contract or shall purchase suitable works of art for each building." The Oregon Arts Commission, with the encouragement of the other agencies, coordinates the implementation of the law. Therefore, all Oregon State agencies, upon legislative approval of construction budgets, must notify the Oregon Arts Commission in writing. Upon written authorization, the Commission staff will meet with the State agency to plan the art selection process. Each construction project will have its own screening committee.

SCREENING COMMITTEE

The Screening Committee shall determine the scope, direction, and particular needs of each project. The committee unites the talents of professional artists, community representatives, and members of State agencies. **The Jury** reviews the recommendations of the screening committee and approves the final selections.

The Screening Committee shall include:

1. An individual from the contracting agency
2. Three visual artists or other design professionals appointed by the Oregon Arts Commission*
3. The project architect
4. A representative of the resident agency (if different from the contracting agency).

*The selection of the design professionals will be made after consultation with the resident agency.

Up to five nonvoting advisors may be appointed by the contracting agency and user of the facility to serve on the screening committee and may include "students, museum director, curator, educator, art historian, collector, and concerned members of the community, or other qualified individuals."

THE JURY

The Jury shall include:

1. The Director of General Services or designee thereof
2. The Director of the Capitol Planning Commission if the project is in the Marion and Polk County area (ORS 276.028) or a representative of the contracting agency if the project is outside the area defined in ORS 276.028
3. The Director of the Oregon Arts Commission or designee thereof.

The project architect and professional artists on the screening committee may serve as consultants.

Chairman of the Screening Committee and the Jury. The Visual Arts Coordinator shall serve as nonvoting chairman of both groups.

Voting: Each member of the screening committee and jury will have one vote. Each group shall act upon a vote of the majority of members.

PROCEDURE

The Screening Committee shall meet to consider the particular needs of the project including budget, suitable art forms, appropriate locations, and method of artist/artwork selection.

Normally, for all 1% projects an **Open Competition** will be conducted. A prospectus will be prepared by the Oregon Arts Commission with the approval of the Screening Committee and will be made broadly available to artists and publicized in the media. Artists will be asked to submit slides and/or materials to the Commission. The Screening Committee will seek artists for new commissions and also purchase completed, available work.

An open competition may be in two stages whereby a limited number of finalists, selected from the competition will be asked to submit more detailed proposals. Each of the finalists will be paid a professional fee.

In cases when it is not feasible, in the judgment of the Oregon Arts Commission, to conduct an open competition, a **Limited Competition** will be initiated by inviting several artists to submit proposals to the screening committee. Each artist will be paid a professional fee.

CRITERIA FOR SELECTING WORKS

Style and Nature: Works of any aesthetic persuasion which are appropriate as art in public places and are compatible in scale, material, form and content with their surroundings can be considered. The Oregon Arts Commission will assure, in the overall program, that reasonable diversity is attained.

Quality: The inherent quality of the work itself will be the highest priority for selection.

Media: All visual art forms may be considered. Works may be either portable or permanently affixed.

Permanence: Due consideration will be given to structural and surface soundness and to permanence in terms of relative protection against theft, vandalism, weathering, or excessive maintenance or repair costs.

Method of Acquisition: Either existing works or those commissioned specifically for specific sites may be acquired.

INCLUSIONS

Appropriations for the 1% Program may be spent for:

1. The work of art itself (sculpture, painting, photograph, etc.) which may include, but not be limited to:
   a. Artist's professional design fee.
   b. Labor of assistants, and materials required for production of the work.
   c. Studio and operating costs of the artist, including rent, utilities, insurance, and other direct and indirect costs.
   d. Travel of the artist for site visitation and research.
   e. Transportation of the work to the site.
   f. Installation of the completed work.
2. Identification plaques and labels.
3. Waterworks and electrical and mechanical devices, equipment and site work which are **integral parts of the work of art**.
4. Frames, mats or pedestals necessary for the security of the work of art.
5. Anchorages, containments and devices necessary for the security of the work of art.
6. Works of art which may be an integral part of the building.
7. Direct expenses of the screening committee according to Executive Department standards.

EXCLUSIONS

Appropriations for the 1% Program may **not** be spent for:

1. Reproductions, by mechanical or other means, of original works of art.
2. Decorative, ornamental, or functional elements which are designed by the building architect or consultants engaged by the architect, as opposed to an artist commissioned for this purpose.
3. Those elements generally considered to be components of a landscape architectural design.
4. "Art objects" which are mass produced of standard design, such as playground sculpture or fountains.
5. Directional, or other functional elements, such as supergraphics, signage, color coding, maps, etc., except where a recognized artist is employed.
6. Those items which are required to fulfill the basic purpose of the resident agency. Examples would be works of art in the collection of a state museum, or works of art fulfilling an interpretive or educational role in a state park, the state library, or a college or university art museum or gallery.
7. Preparation of the site necessary to receive the work of art.
8. Electrical, water, or mechanical **service** for activation of the work (i.e., utility costs).
9. Art exhibitions and educational activities.
10. In connection with the works of art after delivery: lighting, registration, dedication, unveiling, insurance, security, publicity or publications, and maintenance (preservation, conservation, restoration, repair).
11. Architect services to comply with C4. on page 8.

WHO IS ELIGIBLE

(see Section "B" of Definitions regarding "artist")

The Legislative Assembly recognizes the responsibility of the State to foster culture and the arts, and to encourage the development of artists and craftspeople. Professional artists and craftspeople residing in the Northwest and other areas are eligible for all projects. However, selection preference may be given to artists currently residing in the State of Oregon. The highest priority of the 1% for Art Program in Oregon is the inherent quality of the work of art itself.

RESPONSIBILITIES

A. **State Arts Commission,** in consultation with Department of General Services and the Capitol Planning Commission (if the project is in Marion/Polk County), shall:
   1. Be responsible for "the selection of, commissioning of artist for, reviewing the design, execution and placement of, and acceptance of works of art," pursuant to ORS 276.073 to 276.090, in consultation with the screening committee.
   2. Appoint the screening committee to choose artists to be commissioned or recommend for purchase completed works of art.
   3. Assist the contracting agency in contract negotiations with artists.
   4. In consultation with the resident agency and contracting agency, may transfer works of art between public buildings whenever, in its judgment, the transfer will be to the benefit of the citizens of the State.

B. **The Contracting Agency** shall:
   1. Notify the Arts Commission upon Legislative approval of construction/renovation projects which are subject to ORS 276.073 to 276.090. Notify the architect of the State Law requiring a nondeductible allocation for works of art, and of the architect's responsibility to recommend sites for works of art and the scale and type of work thought to be most appropriate.
   2. Notify the Arts Commission of the project details.
   3. Consult with the Arts Commission, screening committee, and jury on the determination of budget and selection procedures.
   4. Contract with the architect for administrative and/or design services to be rendered in connection with the commissioning of works of art.
   5. See that payment is made for all costs, professional fees, purchases and commissions in accordance with State Law, these rules, and Executive Department standards.
   6. Provide project coordination to assure timeliness of completion.
   7. Be responsible for inventory, maintenance, repair and security of the work.
   8. Handle public information aspects of the project, with assistance from the Arts Commission.
   9. Review and authorize all changes proposed involving cost, time, or scope before the fact.

C. **The Architect** shall:

1. Recommend to the Arts Commission and the contracting agency specific sites for works of art and the scale and type of work thought to be most appropriate.
2. Act as a member of the screening committee and a consultant to the jury.
3. Work closely with the artist where required, provide engineering and technical assistance to the artist if requested, and supervise the delivery and installation of the work under contract with the contracting agency.
4. Assure that all service requirements for the work of art are met in the design documents and that the work may be installed with relative ease.

D. **The Artist** shall:

1. Be commissioned by the contracting agency to execute and complete the work in a timely and professional manner, or transfer title of an existing work of art to the agency for incorporation in its building.
2. Deal personally with the other parties in all phases of the negotiations. However, the artists may, at their option, designate their dealers or agents to represent them in certain aspects of the project.
3. Maintain a close working relationship with the architect on commissioned pieces.
4. Upon completion of the work(s) commissioned or purchased, the artist shall submit to the Oregon Arts Commission a detailed description of the work(s) with instructions on its care and maintenance, two 35mm slides, and two 8 x 10 glossy photos. The description form shall be submitted concurrently with the final invoice.
5. All plans, drawings, and other materials related to a proposed work of art are the property of the Oregon Arts Commission (provided that the artist was paid a fee for the proposal) until the final work is installed, at which time such preparatory materials revert to the artist.

SCOPE AND NATURE OF EXPENSES

While no more than 1% can be dedicated from capital construction appropriations, it is possible that a dollar total greater than 1% can be expended for art in a project if funds are generated from other sources (i.e., governmental or private funds). The 1% figure is a **minimum**.

If 1% of total State funds appropriated for a particular building is not required for that project, such unrequired amounts can be utilized either for: (a) acquiring art for existing State buildings; (b) transferred to another construction project, or both, as determined by the Oregon Arts Commission, in consultation with the contracting agency.

Administrative costs of any particular project may be funded through the 1% appropriation and will be limited to the following areas:

a. Supplies and services connected with public information, and artists' prospectus for specific projects.
b. Screening committee and jury per diem, and artist professional fees.

GENERAL PRINCIPLES AND PROCEDURES

Integration of Art and Architecture: So that artists and architects can gain from each others' design insights and, thereby, produce a more integrated solution, all parties should strive for engagement of the artist as soon as possible after the approval of the architect's schematic design phase.

Freedom of Expression: Because of the bold attempt to meld together the imaginations and talents of so many individuals and groups, freedom to reach creative solutions must always be maintained. The artists, on their part, must be sensitive to the unique qualities of public art and the guidelines and parameters which, of necessity, may have been agreed upon.

Exhibitions and Educational Aspects: To serve the public more fully under ORS 276.075, the contracting agencies should consider undertaking the following, funded with monies other than those made available under the Act:

1. Exhibition of sketches and maquettes created in limited or open competitions.
2. Involvement of students and art instructors in workshops with artists creating works.
3. Tours of those sites which exhibit many works, conducted by trained docents.
4. Use of State educational and other facilities by the artist in developing concepts and creating the work, so that State employees and students can better understand the creative process. Such facilities might include studio space, foundries, machine, welding, and woodworking shops, printing and photographic facilities.
5. Filming or videotaping the creation and installation of the work.

The Arts Commission is available to provide consultative assistance with these matters.

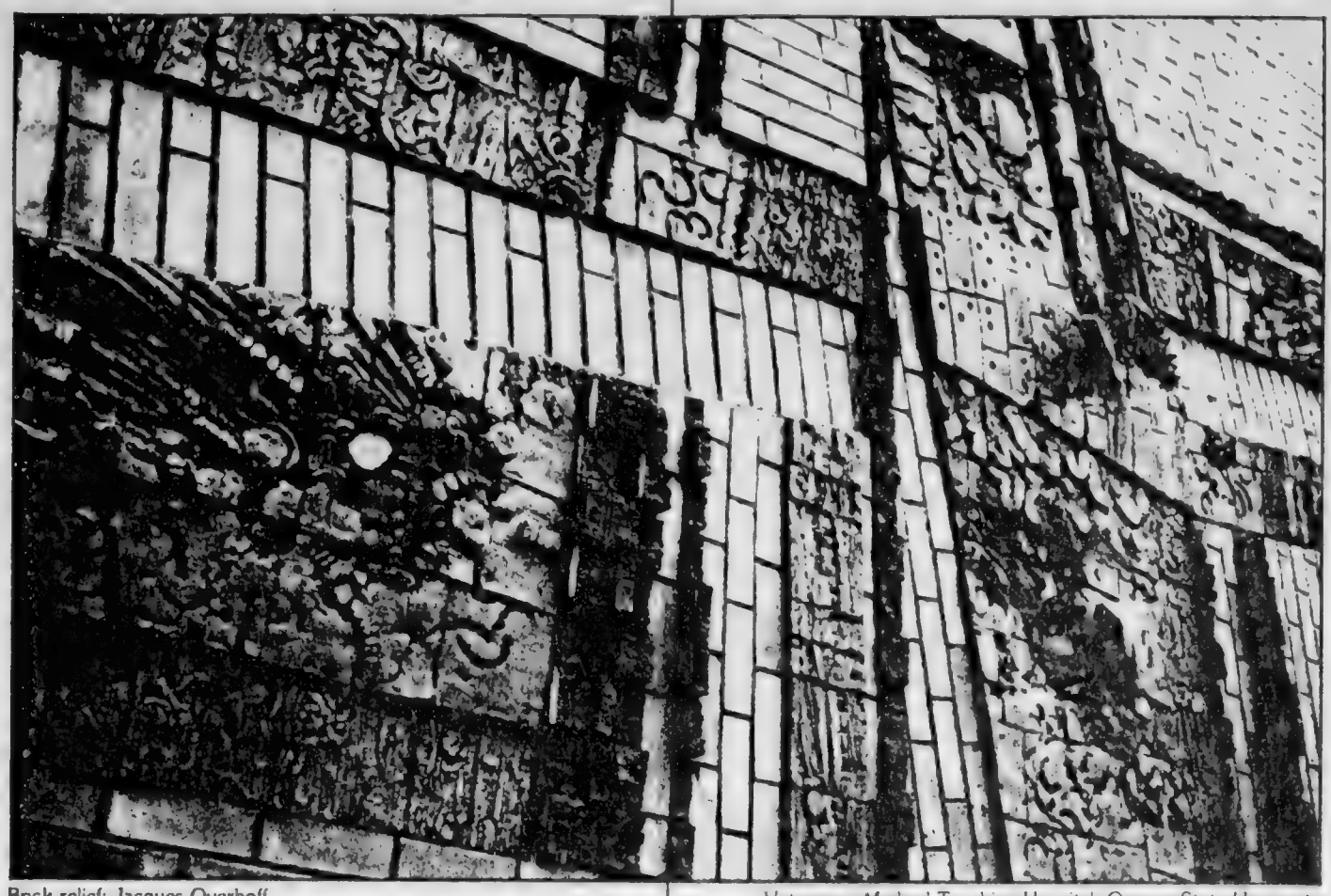
Accessibility of Information: All parties will strive to publicize widely all aspects of the program. All meetings of screening committees and purchase juries are open to the public.

Community Support and Advice: While firmly committed to the principle of selection of artists by authorities in the design professions—the Oregon Arts Commission, Capitol Planning Commission (if the project is in Marion/Polk Counties), Department of General Services, and other contracting agencies invite participation and welcome advice from the interested public and employees of the resident agency.

Conflict of Interest: All procedures will be conducted and all decisions will be made free of any conflict of interest.

Revision: These guidelines will be periodically reviewed for possible revision.

Dedication: If a dedication or "unveiling" of the work is desired, arrangements shall be the responsibility of the contracting agency.



Brick relief: Jacques Overhoff

Veterinary Medical Teaching Hospital, Oregon State University

OTHER INFORMATION

Documentation:

1. **Identification:** The Oregon Arts Commission will assist the contracting agency with identification which will include plaques or labels identifying the work, which are securely affixed, unobtrusive, and well designed. Included should be the name of the artist; title of the work, if any; medium; and year completed.
2. **Registration:** The contracting agency should maintain accurate inventory records. Copies should be filed with the Oregon Arts Commission.
3. **Publications:** As collections grow, contracting agencies are encouraged to publish informative folders and booklets on the works of art, such as those in the State Library and the Department of General Services. The Oregon Arts Commission is available to assist with editorial and technical assistance.

Evaluation: The Oregon Arts Commission shall annually make a public report on the projects of the previous year and shall conduct periodic evaluations of the program.

ADDITIONAL FUNDING

The National Endowment for the Arts provides matching funds to cities and other public bodies for art in public places. For further details about this NEA program, contact Oregon Arts Commission, 835 Summer Street N.E., Salem, Oregon 97301. In some cases, agencies may wish to generate funds locally to supplement their art allocation; the Arts Commission encourages the utilization of local resources in matching State funds.

ARCHIVES AND RESOURCES

Oregon Artist Slide Bank Archive is a slide registry of Northwest visual artists' work for use as an educational and marketing resource. All visual artists are eligible and encouraged to keep slides of current work on file. Contact the Oregon Slide Bank, 117 N.W. Fifth, Portland, Oregon 97209.

IN CONCLUSION

Oregon's 1% Program is dedicated to placing visual art of the highest quality by contemporary artists where it may be easily viewed by the general public. In so doing, the State is building a significant art collection of historic value for its citizens.

OREGON ARTS COMMISSION
835 Summer Street N.E., Salem, Oregon 97301

EXHIBIT C

ESTIMATED BUDGET
JUSTICE CENTER BUILDING
Portland, Oregon

Income

FUNDING SOURCE	BUILDING UNITS	DIRECT CONSTRUCTION Cost Estimate 8/20/80	ART ALLOWANCE
Federal Highway Administration and State Highway Division	Downtown	$ 34,000,000	$312,800
Multnomah County	Courts, Corrections and DDC additions	$ 5,000,000	$ 50,000
	Professional Services		$ 11,960
City of Portland	Portland Bureau headquarters and Central Precinct	$ 8,700,000	$ 87,000
	Total		$461,760

Expenses

Purchase of artwork	$427,310
Maintenance & Insurance (5%)	22,490
Consultants fee (6 months)	9,000
Honorariums	400
Publicity and RFP's	1,000
Administrative Expense (secretarial support, telephone, supplies, etc.)	1,560
Total	$461,760

9291

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
City/County Justice Center

Date: September 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's request of August 27, 1980, to specify only stainless steel combination toilet-wash bowl fixtures manufactured by Acorn Co. because they are the sole source is approved. We suggest that the phrase "or equal" be added as some other company could enter the business in the interim.

You should also consider the problem with the "bubbler" that we learned of in our recent trip to California. If code requires such an option, it should be specified to avoid a possible change order.

G. L. Green

cc:
OSHD (R W Ellison, Proj Mgr)

RECEIVED
STATE HWY ENGR
SEP 17 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ROW 12

CON 21-2
I-205
Landy

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 27, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: City/County Justice Center
Stainless Steel Toilet
Fixture
Proprietary Item
File 46993
FAP No. I-205-7(8)311 (JAIL)

The attached letter from our Construction Manager (Turner Construction Co.) indicates that the stainless steel combination toilet-wash bowl fixture needed in the cells of the Justice Center is available only from Acorn Co. The alternate is use of standard porcelain fixtures which are highly susceptible to damage by inmates and, therefore, not desirable.

Your approval of use of the proprietary item (stainless steel combination fixture) on this project is requested.

RWE:jh
attach.

bc: F. B. Klaboe w/attach.
H. S. Coulter w/attach.
E. S. Hunter w/attach.
D. H. Moehring w/attach.
V. E. Skoog w/attach.
John McCarthy

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
AUG 28 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

August 25, 1980

Mr. Robert Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Re: Justice Center - Portland
Security Fixtures

Dear Mr. Ellison

The architect for this project has specified a combination stainless steel fixture by Acorn or equal for the above project. To my knowledge, Acorn is the only supplier for this product.

If this is in fact true, are there any problems with government procurement regulations.

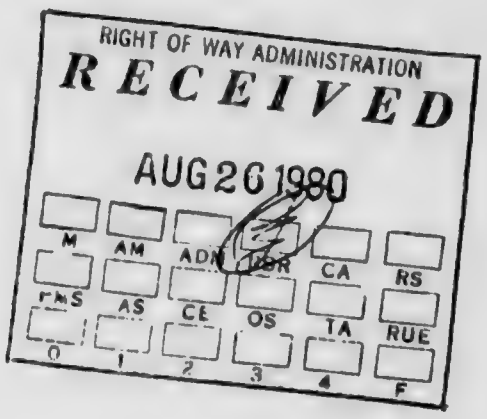
This will not affect the bidding of Phase II, but must be considered in relation to the typical housing cell walls so a prompt response would be appreciated.

Very truly yours,

M. W. Bloomfield
Project Engineer

File: Owner Correspondence

MWB/cn



42 11

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 2, 1980

In Reply Refer to File No.:

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: City/County Justice Center
Exterior Wall Detailing
File 46993
FAP No. I-205-7(8)311 (JAIL)

Dear Jack:

This will confirm my verbal instructions of August 29, to delay detailing the exterior precast wall of the Justice Center.

Preliminary information from our Construction Manager's value engineering study indicates that considerable savings will result from a change in the exterior wall materials and design. The "owners" are receptive to consideration of such a money saving change.

You have indicated you are expending considerable effort detailing the current exterior wall system. It appears imprudent to spend money detailing a wall system which very likely will be changed. You are, therefore, instructed to delay such detailing until the "owners" decide which exterior wall system is to be used.

Very truly yours,

R W Ellison by JJB

R. W. Ellison
Project Manager

RWE:jh
cc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
Glen Green
Tuck Wilson
Earl Bradfish
John McCarthy

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
SEP 2 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 12

NOTED
E. S. HUNTER

August 27, 1980

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: City/County Justice
Center
Supplemental Agreement
No. 3
Print Informational Plans
File 46993
FAP No. I-205-7(8)311 (JAIL)
MISC. CONTRACTS and
AGREEMENTS No. 5439

Dear Jack:

Attached for your files is an original signed copy of Supplemental Agreement No. 3 covering the printing of informational plan sheets for the foundations and substructure bid package.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
enc.

cc: E. S. Hunter w/attach.

RECEIVED
TECHNICAL SERVICES
AUG 29 '80
REFER TO
FOR
Info | Invest | R/D | D/E | Sign | Ack | Ple

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 13, 1980

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Architectural Concrete
Additional Consulting
Services
File 46993
FAP No. I-205-7(8)311 (JAIL)

Dear Jack:

I have your letter of August 11, 1980, requesting a $7,700 addition to the current State/Architect Agreement for consulting services relative to architectural concrete for the building exterior.

Article V, A 7, of the Agreement states that the total paid to the Architect shall not exceed $2,540,000 unless the scope of the work shown in the Agreement is increased. The scope of the work as described in Article III, A 1, includes "Interior and Exterior Finishes."

Since the building exterior is not an addition to the scope of the work, I cannot authorize an increase in maximum compensation to you for this project.

Very truly yours,

R. B. Boyd
Right of Way Manager

RWE:jh

cc: R. W. Ellison
Tom Walsh
E. S. Hunter
Glen Green
Tuck Wilson

RECEIVED
TECHNICAL SERVICES
AUG 13 '80
REFER TO
FOR:
Info | Invest | R/D | C/R | Sign | Act | File

Form 734-3122

9294

MULTNOMAH COUNTY OREGON

DEPARTMENT OF JUSTICE SERVICES
ROOM 809, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3701

DONALD E. CLARK
COUNTY EXECUTIVE

August 11, 1980

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
135 Transportation Building
Salem, Oregon 97310

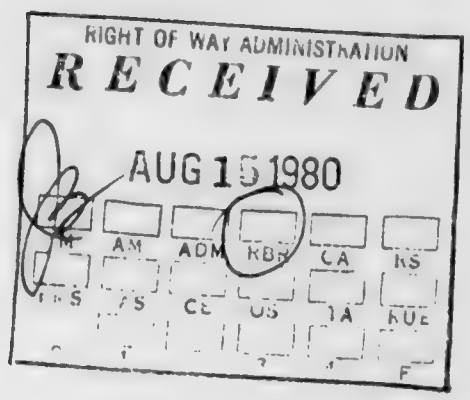
Dear Tony:

In response to Bruce Boyd's letter of May 13, 1980, please be advised that the Board of County Commissioners for Multnomah County has authorized me to inform you that Multnomah County intends to locate its 430-bed replacement entitlement in the City/County Justice Center on the Lenox Block in the City of Portland.

Very truly yours,

Tuck Wilson
Director

TW:mbp
encl.
cc: Donald E. Clark
Board of County Commissioners
Bruce Boyd



AN EQUAL OPPORTUNITY EMPLOYER

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of the)
430-Bed Rocky Butte)
Jail Functional) RESOLUTION
Replacement Entitlement)

WHEREAS, Multnomah County and the State of Oregon, acting by and through its Department of Transportation, Highway Division ("State"), entered into an agreement on March 26, 1979 ("State Agreement"), the terms of which made federal and state financial participation available to the County for a capacity of 430 housing units as functional replacement for County's Rocky Butte Jail; and

WHEREAS, the State Agreement gave the County the option to dedicate some housing units for a separate Center for Sentenced Offenders ("CSO"), the cost of said units to be based on Downtown Detention Center housing costs as determined by bidding procedure; and

WHEREAS, on May 13, 1980, the State formally notified the County that a firm decision on the location of the optional beds for the CSO was required on or before August 11, 1980; and

WHEREAS, the County has not located site for a CSO or identified sufficient resources to fund the construction and operation of such a facility; and

WHEREAS, the Special Session of the Sixtieth Legislative Assembly was presented, but declined the opportunity to site and establish Regional Correctional Facilities; Now Therefore, it is

RESOLVED, that the County Executive be authorized to deliver on or around August 11, 1980, a letter to the Chairman of the Oregon Transportation Commission (Attachment "A") advising the State that the County intends to locate its 430-bed replacement entitlement in the City/County Justice Center on the Lenox Block.

BOARD OF COUNTY COMMISSIONERS

August 7, 1980

FOR MULTNOMAH COUNTY, OREGON

(SEAL)

By Dennis Buchanan

Presiding Officer

APPROVED AS TO FORM:

JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

John B. Leahy

9294

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: August 7, 1980

FROM: R. W. Ellison
Project Manager R.W. Ellison

SUBJECT: Justice Center
Construction Contract Time
Phase III
File 46993
FAP No. I-205-7(8)311

The latest schedule for construction of the superstructure and completion of the Justice Center includes receipt of bids in January 1981, completion of the Detention facility in September 1982, and overall completion in March 1983.

I have talked with John McCarthy of Turner Construction Company (our Construction Manager) regarding the possible effect on bids for this work if the contract time were extended. It is his opinion that the time as scheduled is of the optimum duration and that increasing same will not result in lower bids for the contract.

RWE:jh

cc: John McCarthy

RECEIVED
DOT DIRECTOR
AUG 11 '80
REFER TO
FOR
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NOTED
J. B. BOYD

CC FB Klaboe
CC-Glen Green
CC ES Hunter

Contains Recycled Materials

9214

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 4, 1980

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Food Service Consultant
File 46993
FAP No. I-205-7(8)311

NOTED
E. S. HUNTER

Dear Jack:

Per your letter of July 28, 1980, you are authorized to proceed with Design Development service and Construction Documents service for Food Service planning as of this date. These items are shown as additional services in Exhibit "C" of the current State/Architect Agreement dated January 28, 1980. The maximum amounts authorized, including consultants charges, are: Design Development Services $5,977, and Construction Documents $11,350. These amounts are included in the previously agreed maximum amount shown in the State/Architect Agreement.

Very truly yours,

R. W. Ellison

R. W. Ellison
Project Manager

RWE:jh

cc: E. S. Hunter w/attach.
Vern Skoog w/attach.
Glen Green w/attach.

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AUG 5 1980
DIVISION

Form 734-3122

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

July 28, 1980

Oregon Department of Transportation
State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. R. W. Ellison, Project Manager

Reference: Job No. 6027-01, Justice Center - Detention

Gentlemen:

The work of our consultant, Marshall Associates for food service planning, is identified in our contract as an additional service.

To date we have received authorization specifically for Programming and Conceptuals services for Marshall Associates in the amount of $1,210.00 including our net fee, and for Schematic Design services in the amount of $6,371.00 including our net fee.

We now request written authorization for both Design Development services in the amount of $5,977.00 including our net fee, and for Construction Documents services in the amount of $11,350.00 including our net fee. These totals are as identified in the attachment to the Architect/State Agreement identifying additional services.

Yours truly,

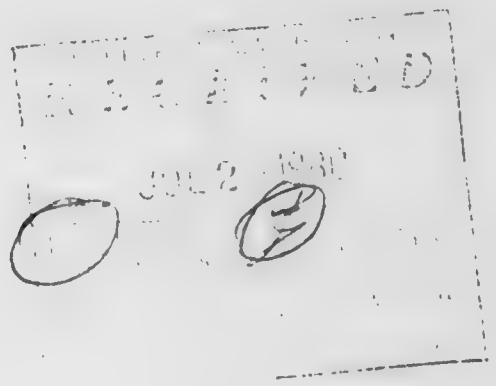
ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall /DB

Jack Cornwall
Associate Partner

JC:db

cc: Accounting



Members American Institute of Architects

Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr. AIA Larry S. Bruton James W. Bostwick

9214 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

...E OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center
(Your ROW 12 dtd 7-28-80)

Date: July 31, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's July 28, 1980 memorandum provided justification for the space required for the staff locker rooms, toilets, and showers of the Justice Center. The figures support the 1800 nsf originally requested. I approve 1800 nsf for locker rooms, toilets, and showers in the Justice Center.

G. L. Green

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9214

ROW 12

NOTED
E. S. HUNTER

July 28, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
Staff Lockers
Downtown Detention Center
File 46993
FAP No. I-205-7(8)311

RECEIVED
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Your letter of January 21, 1980, lists floor space in the proposed Downtown Detention Center which is questionable as to eligibility for functional replacement of the Rocky Butte Jail. One such space is the staff locker area which is planned to be located on the DDC lobby floor of the building. The size of this area is dependent upon staff load imposed upon the area.

Jack Chapman, Multnomah County, has prepared the attached, "Draft Revised DDC Staffing Plan" which identifies staffing requirements. He has also provided the attached memo identifying the space need of the locker room.

Also attached for your information are two standards relative to locker rooms as provided by our Architect. The first is "Time Saver Standards" and the second is "Graphic Standards." On the first sheet of the "Time Saver Standards" (shown as page 904 at the bottom of the sheet) I have underlined the recommendation that individual lockers be 12" by 18" by 72" high. This requires a floor area of 1.5 square feet per locker. On the second sheet of the "Graphic Standards" (shown as page 36 in the upper left-hand corner) I have circled the "rule of thumb area for locker rooms" which indicates that 14 square feet of floor space per person during the peak period load (exclusive of office space) is required.

As Jack's memo indicates, lockers will be required for staff members who will be changing clothes when going on or off shift and members who work within security, but have no place outside of the secure area to deposit clothes and other items which should not be taken into the secure area. The best indication of the number of lockers needed is

the number of FTE's plus 5% as explained in the memo. In accord with the "Time Saver Standard" this equates to 235 lockers, or (235 x 1.5) 353 square feet of floor space.

Jack's memo shows that the "peak period load" for staff changing clothes is 71 people which will occur for the day shift. In accord with the "Graphic Standard" the change area requires (71' x 14') 994 square feet.

The total locker room area is thus 1,347 square feet as shown in Jack's memo. This does not include toilet or shower facilities.

The first sheet of the "Time Saver Standards" presents a table showing toilets and urinals required based on number of staff using the facility. Both Jack Chapman and the Architect inform me that there is no reliable way to predict split of staff on basis of sex. However, a split of 60% men and 40% women is not unreasonable. Based on this the men will require 2 toilets and 2 urinals. The women will require 2 toilets. Both men and women will require 2 wash basins also.

The most current floor plans (dated July 11, 1980) show this arrangement and indicate 96 square feet for the women's toilet and 145 square feet for the men's toilet (total 241 square feet.)

As you can see from the "Graphic Standards" (page 35), the recommendations for showers vary from one shower for 250 persons in a bath house to a number of showers equal to 30% of the peak period load. The Architect has used the following:

1. Assume a ½ hour shower use period per shift change and allow 10 minutes for each shower use. This produces a total of 3 shower uses per shift change per shower.

2. Assume roughly 40% of the employee population of 71 (peak load) will wish to shower during shift change. This produces a requirement of approximately 28 shower uses per shift change. Assuming 3 uses of each shower during the shift change (per above) results in a requirement of 9 showers.

On the latest floor plans (July 11, 1980) the Architect has shown 217 square feet for showers: 121 square feet for men (5 showers) and 96 square feet for women (4 showers.)

Based on the above, your approval of the following areas as eligible for functional replacement is requested:

a)	Locker Rooms	1,347 square feet
b)	Toilets	241 square feet
c)	Showers	217 square feet

RWE:jh
attach.

bc: F. B. Klaboe
H. S. Coulter
F. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd

M E M O

TO: BOB ELLISON JULY 22, 1980

FROM: JACK CHAPMAN

SUBJECT: LOCKER ROOM SPACE NEEDS FOR A 430 CAPACITY FACILITY

- -

Locker room space needs are figured on two different computations: the maximum number of persons requiring use of the locker room at shift change, and the number of lockers required. The following is furnished as the basis for figuring a need for about 1,350 square feet of locker room space. Figures about staff are taken from the most recent staffing plan, dated May 7 (attached).

A. NUMBER OF PERSONS AT SHIFT CHANGE

Staffing is heaviest on day shifts, Monday through Friday. The clothes changing and clean up load for the locker room consists entirely of persons working within the security perimeter and who will wear clothes other than street clothes while at work. The number of persons in this category are accounted below by operational unit:

SERVICE UNIT -	all numbered posts	31 ~~21~~
HOUSING UNIT -	all numbered posts *	24
PROGRAMS AND SUPPORT -	health care	9
	food services	7
		71

* Only 22 posts are shown as staffed in the reference document becuase of the "89 % occupancy projection" operating cost projection. This applies to posts 8 and 24 and is explained briefly on pages 6, 14 and 33-35 of the "DDC Operationg Cost Proposal" and in the "Annual Average DDC Occupancy Projection" monograph dated last December.

B. NUMBER OF LOCKERS

The number of lockers must be equal to the number of individuals required to operate the facility on all shifts throughout the year. Those staff persons

who work within the security perimeter but have no office or work area outside the secured area in which to deposit outerwear, street clothes and items which cannot - or should not - be taken into the secured area must be furnished a locker. The simplest method of determining the number of such persons is to take the Full Time Equivalency (FTE) of staff who meet this criteria and add about 5 % for part-time, temporary and on call persons who are required through the course of a year. A 5 % add-on factor assumes maximum effectiveness in utilization of both staff and lockers. By unit, the following number of lockers are estimated:

		FTE
SERVICE UNIT - all		83.6
HOUSING UNIT - all		83.0
PROGRAMS AND SUPPORT -	health care	34.68
	programs	8.0
	food services	13.9
TOTAL FTE:		223.2
FTE multiplied by 1.05		235

LOCKER ROOM SPACE SUMMARY:

A. SHIFT CHANGE SPACE:	71 persons x 14 SF	994 SF
B. LOCKERS:	235 lockers x 1.5 SF	353
TOTAL SPACE NEEDED:		1,347 square feet

JHC/j

cc: Cornwall, Wilson, Hatrak

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
111 S.W. Oak Portland, Oregon 97204
503 224-3860 Cable ZGFOREGON

TRANSMITTAL NOTICE

Oregon Department of Transportation
Room 110, Right-of-Way Section
Salem, Oregon 97310

Attention: Mr. R.W. Ellison
Project Manager

DATE: June 27, 1980

PROJECT NO. 6027

PROJECT: Justice Center

TRANSMITTED HEREWITH

NO. OF COPIES	DATED	
1	--------	Time Saver Standards Re: Industrial Facilities
1	--------	Graphic Standards Re: Locker Facilities

We believe that these are the industry standards. They are used as planning guidelines throughout the U.S.

Jcf/

Jack Cornwall, Associate Partner

Time Saver Standards

The following data offer means of determining numbers of fixtures, clearances, and areas for factory toilets and locker rooms. Information was prepared, in part, by Jule Robert von Sternberg, Architect

Factory sanitary facilities are of several general types. Most important is the "change" room (hereafter called "locker room"). This area may consist of a locker room proper, containing lavatories, lockers, and showers, plus a separate toilet room. Showers are sometimes located in a separate room. Requirements vary, however, from industry to industry and from factory to factory. In a compact, single building plant, one pair of locker rooms is ordinarily provided close to the employees' entrance. In plants that occupy several buildings, locker rooms are usually provided in each main unit. They are sometimes located in a separate building, or in an adjoining "tower" building, or on a mezzanine above the working floor. Whatever the general location, locker rooms should be as close to the job as possible, yet must not interfere with plant operation.

Table 4. Minimum fixture requirements

Fixture requirements indicated are those specified in New York State Labor Code. Requirements of National Plumbing Code in Table 2 are somewhat higher, especially for large numbers.

No. of MEN	Water Closets	Urinals	No. of WOMEN	Water Closets	No. of MEN or WOMEN	Wash Basins
1 9	1	0	1 15	1		1
10 15	1	1	16 35	2	21 45	2
16 40	2	1	36 55	3	46 65	3
41 55	2	2	56 80	4	66 85	4
56 80	3	2	81 110	5	86 105	5
81 100	4	2	111 150	6	106 125	6
101 150	4	3	151 190	7	126 145	7
151 160	5	3	191 240	8	146 185	8
161 190	5	4	241 270	9	186 205	9
191 220	6	4	271 300	10	206 225	10
221 270	6	5	301 330	11	226 245	11
271 280	7	5	331 360	12	246 265	12
281 300	7	6	361 390	13	266 285	13
301 340	8	6	391 420	14	286 305	14
341 360	8	7	421 450	15	306 325	15
361 390	9	7	451 480	16	326 345	16
391 400	10	7	481 510	17	346 365	17
401 450	11	8	511 540	18	366 385	18
451 460	11	8	541 570	19	386 405	19
461 480	11	9	571 600	20	406 425	20
481 520	12	9	601 630	21	426 445	21
521 540	12	10	631 660	22	446 465	22
541 570	13	10	661 690	23	466 485	23
571 580	13	10	691 720	24	486 505	24
581 600	14	10	721 750	25	506 525	25
601 640	15	11	751 780	26	526 545	26
641 660	15	11	781 810	27	546 565	27
661 700	16	11	811 840	28	566 585	28
701 720	16	12	841 870	29	586 605	29
721 760	17	12	871 900	30	606 625	30
761 800	17	13			626 645	31
801 820	18	13			646 665	32
821 840	18	14			666 685	33
841 880	19	14			686 705	34
881 900	19	15			706 725	35
901 920	20	15			726 745	36
921 960	20	16			746 765	37
961 980	21	16			766 785	38
981 1000	21	17			786 805	39
1001 1040	22	17			806 825	40
1041 1060	22	18			826 845	41
1061 1080	23	18			846 865	42
1081 1120	23	19			866 885	43
1121 1140	24	19			886 905	44
1141 1160	24	20			906 925	45
1161 1200	25	20			926 945	46
1201 1220	25	21			946 965	47
1221 1240	26	21			966 985	48
1241 1280	26	22			986 1005	49
1281 1300	27	22			1006 1025	50

Architectural finish Walls, floor, and ceiling have to resist penetration of water and water-borne dirt; ceilings are often acoustically treated. Floors have to stand up under heavy traffic, soap and water, acid and caustic; every piece of equipment has to withstand punishment.

Ventilation Windows are optional. Artificial light and forced ventilation are often substituted—usually to advantage, for they permit precise control of light and air. The number of air changes varies from 10 to 20 per hr.

Lighting Illumination should be bright enough to promote cleanliness and employee comfort. In general, 6 to 8 lumens per sq ft are adequate. Lights are placed to give direct illumination to lockers, lavatories, and occasionally showers. Lighting in toilets is placed to discourage loafing.

Size varies with industry requirements. In general, the dirtier and hotter the work, the greater the demand for showers and lavatories.

Least standardized are lockers. The type usually recommended is the individual locker 12 in. wide, 18 in. deep, and 72 in. high, with a built-in lock. Smaller sized lockers are often used, however. Some manufacturers (of jewelry, for example) do not install lockers for fear employees will secrete company property in them. Instead, all clothing is hung in the room where it can be watched.

Arrangement The locker room should be arranged to facilitate the flow of traffic. Toilets, lockers, showers, and lavatories have to be selected and arranged so that the entire working force can use them in the shortest time. Thus consideration must be given to the relative usefulness of each type of equipment, numbers of shifts and of men per shift, work habits of men, and the relationship of factory work areas and parking areas to the locker room. Because no modern factory is designed to remain fixed in form and function for its lifetime, locker rooms, whenever possible, should have provision for expansion.

Other types of toilets Secondary toilets containing water closets, urinals, and lavatories must be provided at convenient intervals. The worker should not have to walk farther than 100 to 125 ft to a toilet. In areas where very few men work, that distance may be increased to a maximum of 200 ft.

A separately heated toilet may be provided in the yard for men who work there. If not, yard workers can use basement toilets or those in adjacent buildings.

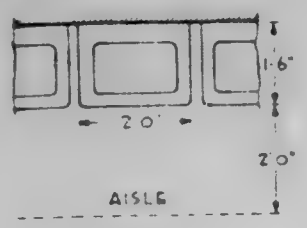
Toilets are also provided for office workers and visitors. These may be and usually are separate from those for factory workers.

Women's washrooms adjoin women's locker rooms. They are usually required to conform to local codes, and usually contain space for a couch and chairs. It is also customary to provide women's washrooms with private booths.

Table 5. Wash fountains required

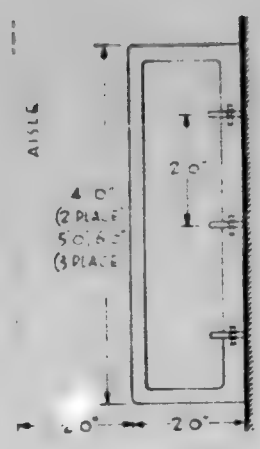
Number of persons	54" diameter (4 U.S.S. washbowls)	54" diameter (4 U.S.S. washbowls)	36" diameter (3 U.S.S. washbowls)	42" diameter (4 U.S.S. washbowls)
	(2 nozzles)	(4 nozzles)	(3 nozzles)	(4 nozzles)
1	1 to 35	1 to 80	1 to 70	1 to 95
2	36 to 55	81 to 125	71 to 105	96 to 145
3	56 to 75	126 to 175	106 to 140	146 to 195
4	76 to 100	176 to 225	141 to 175	196 to 245
5	101 to 125	226 to 275	176 to 210	246 to 295
6	126 to 150	276 to 325	211 to 245	296 to 345
7	151 to 175	326 to 375	246 to 280	346 to 395
8	176 to 200	376 to 425	281 to 315	396 to 445
9	201 to 225	426 to 475	316 to 350	446 to 495
10	226 to 250	476 to 525	351 to 385	496 to 545
11	251 to 275	526 to 575	386 to 420	546 to 595
12	276 to 300	576 to 625	421 to 455	596 to 645
13	301 to 325	626 to 675	456 to 490	646 to 695
14	326 to 350	676 to 725	491 to 525	696 to 745
15	351 to 375	726 to 775	526 to 560	746 to 795
16	376 to 400	776 to 825	561 to 595	796 to 845
17	401 to 425	826 to 875	596 to 630	846 to 895
18	426 to 450	876 to 925	631 to 665	896 to 945
19	451 to 475	926 to 975	666 to 700	946 to 995
20	476 to 500	976 to 1025	701 to 735	996 to 1045
21	501 to 525	1026 to 1075	736 to 770	1046 to 1095
22	526 to 550	1076 to 1125	771 to 805	1096 to 1145
23	551 to 575	1126 to 1175	806 to 840	1146 to 1195
24	576 to 600	1176 to 1225	841 to 875	1196 to 1245
25	601 to 625	1226 to 1275	876 to 910	1246 to 1295
26	626 to 650	1276 to 1325	911 to 945	1296 to 1345
27	651 to 675	1326 to 1375	946 to 980	1346 to 1395
28	676 to 700	1376 to 1425	981 to 1015	1396 to 1445
29	701 to 725	1426 to 1475	1016 to 1050	1446 to 1495
30	726 to 750	1476 to 1525	1051 to 1085	1496 to 1545
31	751 to 775	1526 to 1575	1086 to 1120	1546 to 1595
32	776 to 800	1576 to 1625	1121 to 1155	1596 to 1645
33	801 to 825	1626 to 1675	1156 to 1190	1646 to 1695
34	826 to 850	1676 to 1725	1191 to 1225	1696 to 1745
35	851 to 875	1726 to 1775	1226 to 1260	1746 to 1795
36	876 to 900	1776 to 1825	1261 to 1295	1796 to 1845
37	901 to 925	1826 to 1875	1296 to 1330	1846 to 1895
38	926 to 950	1876 to 1925	1331 to 1365	1896 to 1945
39	951 to 975	1926 to 1975	1366 to 1400	1946 to 1995
40	976 to 1000	1976 to 2025	1401 to 1435	1996 to 2045

LAVATORIES

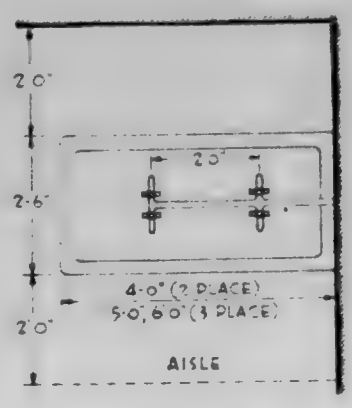


INDIVIDUAL FIXTURE TYPE

EXCEPT AS NOTED
SCALE 1/4" = 1'-0"

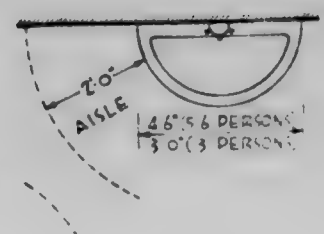


WALL-HUNG TROUGH

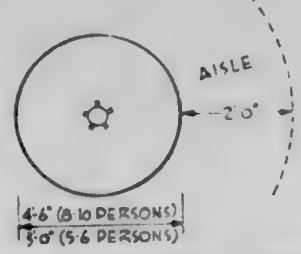


STAND-TYPE TROUGH

SEMI-CIRCULAR



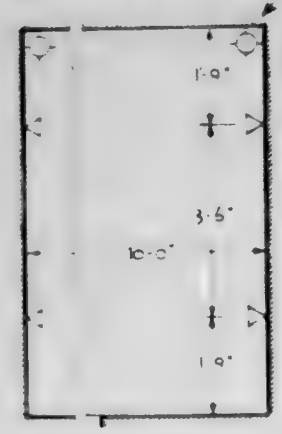
CIRCULAR



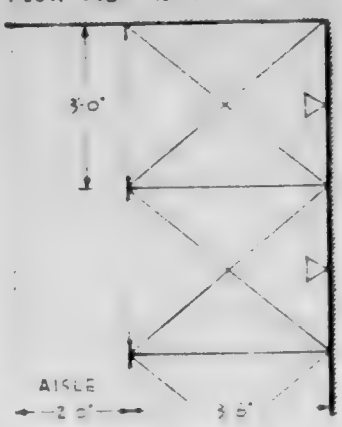
CIRCULAR FOUNTAINS

SHOWERS

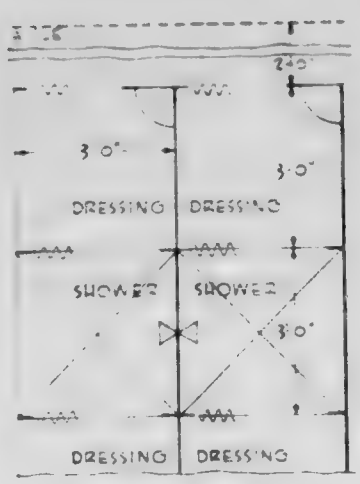
NOTE LOCATE DRAINS SO THAT DIRTY WATER DOES NOT FLOW OVER ADJACENT SHOWER



GANG SHOWERS

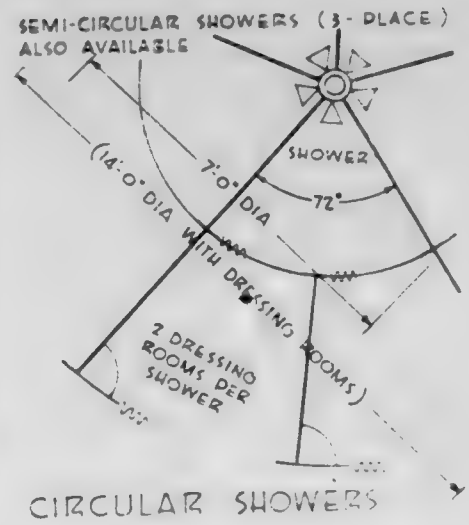


STALL SHOWERS



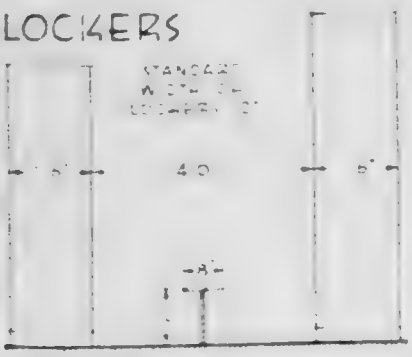
WOMEN'S (DRESSING BOOTHS INCLUDED

SEMI-CIRCULAR SHOWERS (3-PLACE) ALSO AVAILABLE



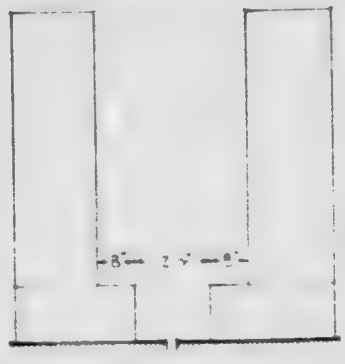
CIRCULAR SHOWERS

LOCKERS

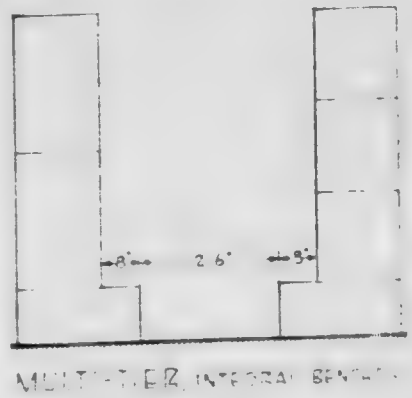


SINGLE TIER

MULTI-TIER



SINGLE TIER INTEGRAL BENCH



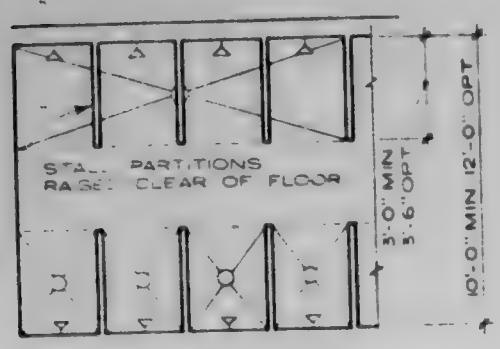
MULTI-TIER INTEGRAL BENCH

TYPICAL MINIMUM TOILET CLEARANCES

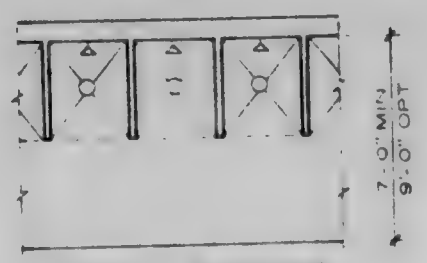
Fig. 3 Typical minimum toilet clearances

WOMEN'S DRESSING ROOM REQUIRED AREA

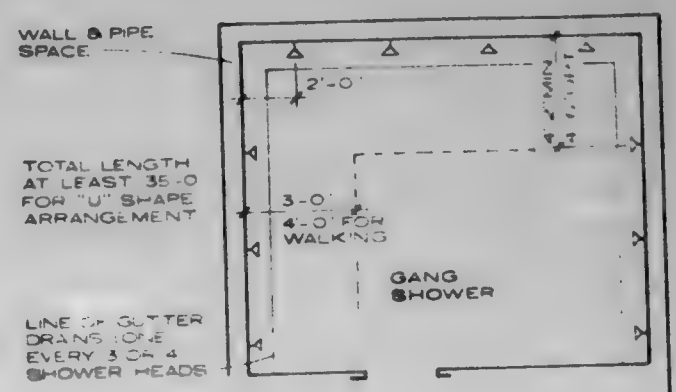
PERSONS	SQ FT		
0-4	44		
5-10	88		
25	220		
50	440		
75	660		
100	880		
125	1100		
150	1320		



INDIVIDUAL SHOWERS
2 WALLS

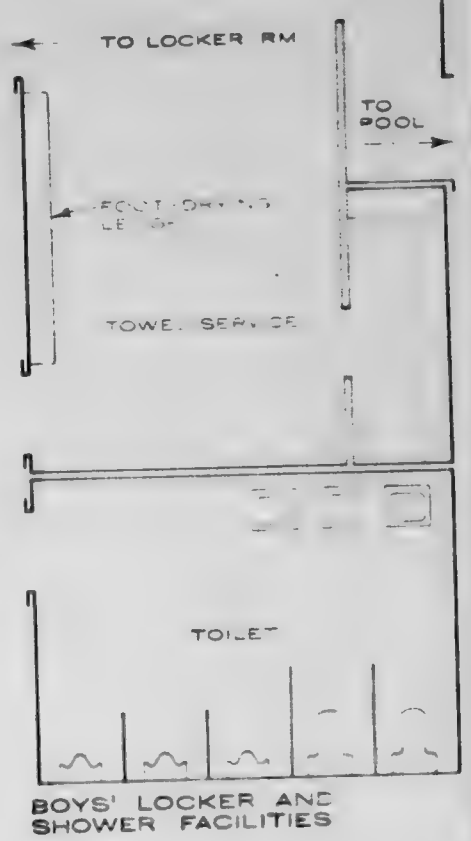


INDIVIDUAL SHOWERS
1 WALL


WALL & PIPE SPACE
2'-0"
TOTAL LENGTH AT LEAST 35'-0 FOR "U" SHAPE ARRANGEMENT
3'-0"
4'-0" FOR WALKING
GANG SHOWER
LINE OF GUTTER DRAIN ONE EVERY 3 OR 4 SHOWER HEADS

RECOMMENDED TOILET FIXTURES FOR GYM LOCKER SUITES

FIXTURE	NO. OF FIXTURES - BY PROPORTION	MINIMUM
TOILETS	Girls - 1 to 30 [illegible] duals	3
	Boys - 1 to 50 [illegible] duals	2
URINALS	Boys - 1 to 25 [illegible] duals	2
LAVATORIES	Girls – 1 to 20 [illegible] duals	3
	Boys – 1 to 20 [illegible] duals	3



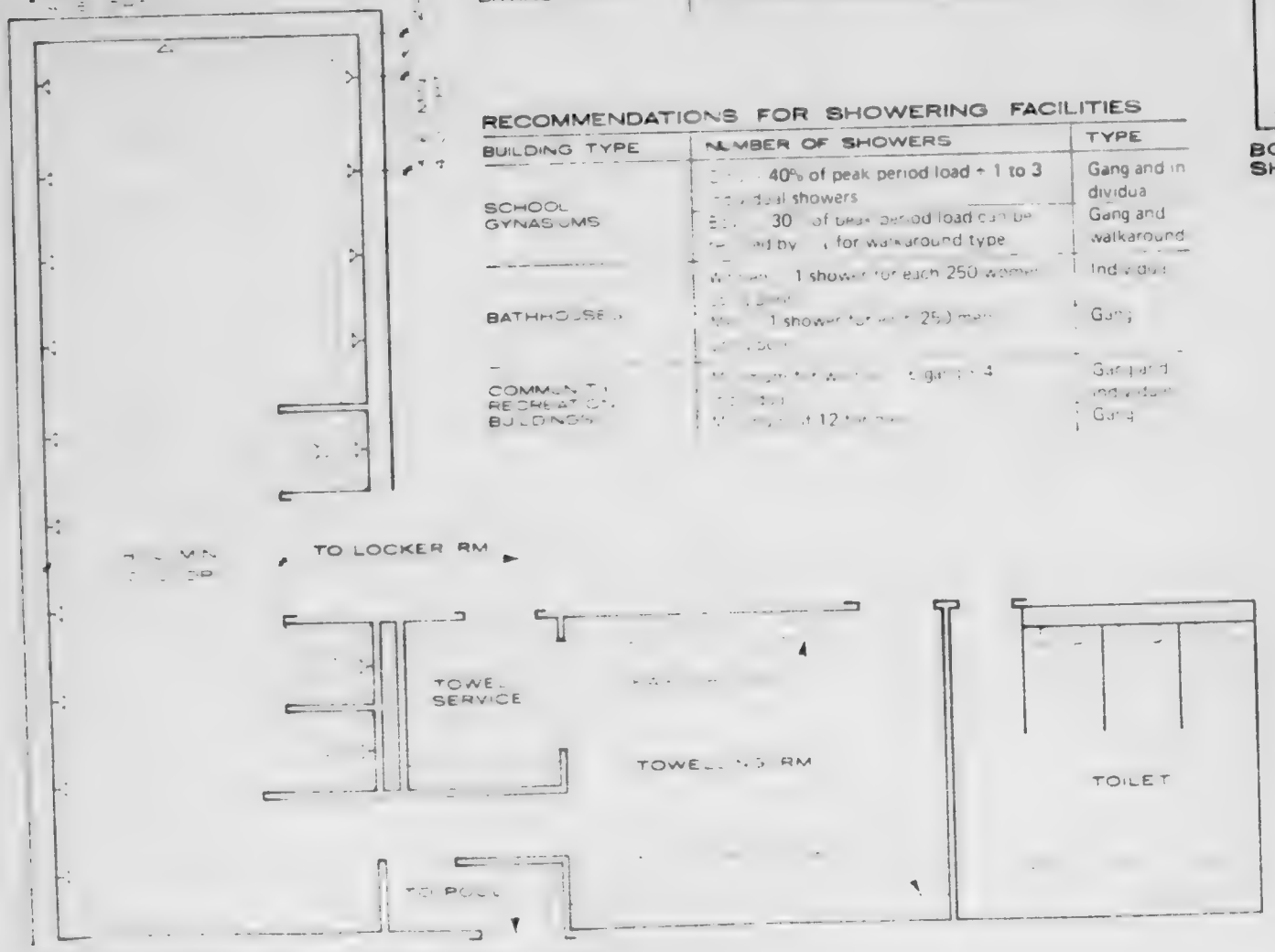
BOYS' LOCKER AND SHOWER FACILITIES

AUXILIARY ROOMS FOR GYM LOCKER SUITES

TOWELLING ROOM	
TOWEL SERVICE ROOM	Area varies with material to be stored (room may also be used to distribute uniforms).
EQUIPMENT DRYING ROOM	Depends on drying time and No. of uniforms. This room requires special heating and ventilating

RECOMMENDATIONS FOR SHOWERING FACILITIES

BUILDING TYPE	NUMBER OF SHOWERS	TYPE
SCHOOL GYNASIUMS	[illegible] 40% of peak period load ÷ 1 to 3 [illegible] dual showers	Gang and individual
	[illegible] 30 [illegible] of peak period load can be [illegible] by [illegible] for walkaround type	Gang and walkaround
BATHHOUSES	[illegible] 1 shower for each 250 [illegible]	Individual
	[illegible] 1 shower for each 250 men [illegible]	Gang
COMMUNITY RECREATION BUILDINGS	[illegible] gang [illegible] 4 [illegible]	Gang and individual
	[illegible] 12 [illegible]	Gang

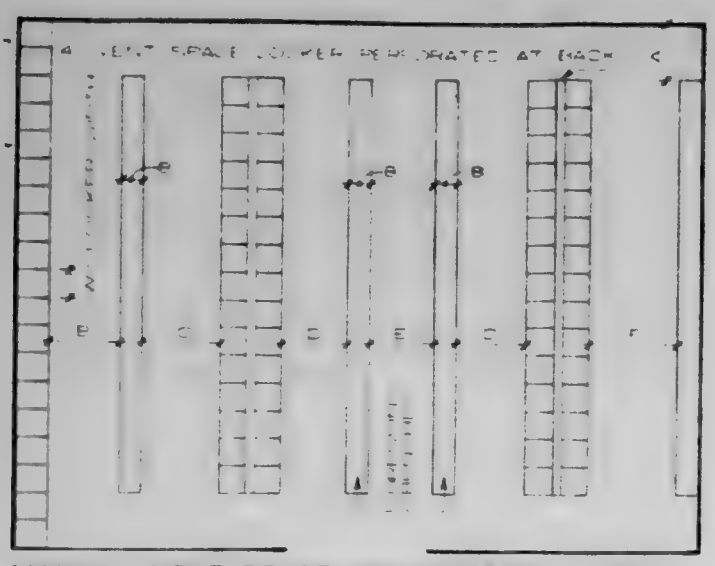


GIRLS LOCKER AND SHOWER FACILITIES

NOTES

1. [illegible] temp [illegible]
2. [illegible] equals [illegible]
3. [illegible] floor [illegible]
4. [illegible]

[illegible]



MINIMUM AISLE SPACE FOR DRESSING ROOMS

	SCHOOLS	AVERAGE TRAFFIC
A	2'-0"	2'-0"
B	2'-6"	3'-4"
C	3'-0"	2'-10"
D	3'-0"	2'-10"
E	2'-6"	1'-8"
F	3'-0"	4'-0"

Rule of thumb area for locker rooms (school gymnasiums and community recreation buildings) 14 sq. ft. per person (peak period load) exclusive of locker space

LOCKER ROOM FACILITIES

Stationary benches

Mirrors for both boys and girls

Shelves below mirrors for girls

Full-length mirror for girls

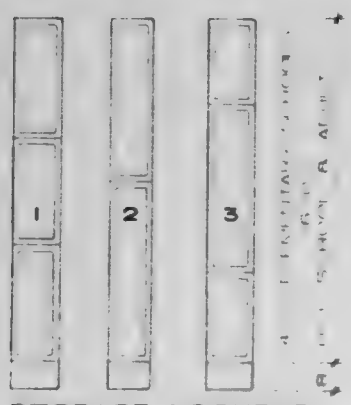
Drinking fountain

Bulletin board

Lighting located so that aisles and passages are well illuminated

Windows located with regard to height and arrangement of lockers

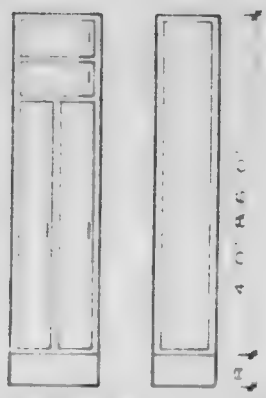
Adequate ventilation for all storage lockers



STORAGE LOCKERS

RECOMMENDED LOCKERS FOR GYMNASIUM CLOTHING STORAGE

1. 7½" wide x 12" deep x 24" high
2. 6" wide x 12" deep x 36" high
3. 7½" wide x 12" deep x 18" high



DRESSING LOCKERS

RECOMMENDED DRESSING LOCKER SIZES:

12" wide x 12" deep x 48" high

12" wide x 12" deep x 12" high

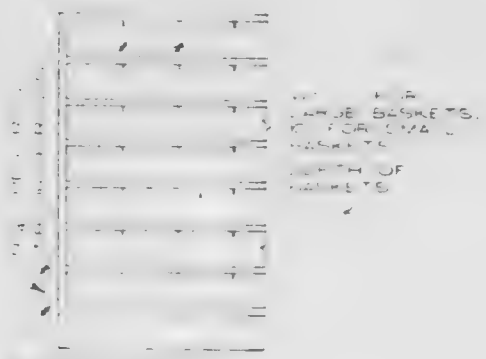
NO. OF LOCKERS REQUIRED FOR SCHOOL GYMNASIUMS

One dressing locker per student (peak period load) + 10% to allow for variation in class sizes and scheduling

One storage locker per student enrolled + 10% to allow for expansion

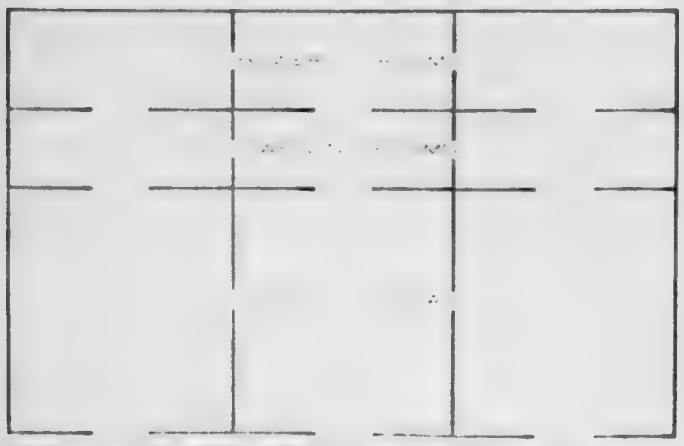
GYMNASIUM DRESSING ROOMS & LOCKERS

BASKET ROOM

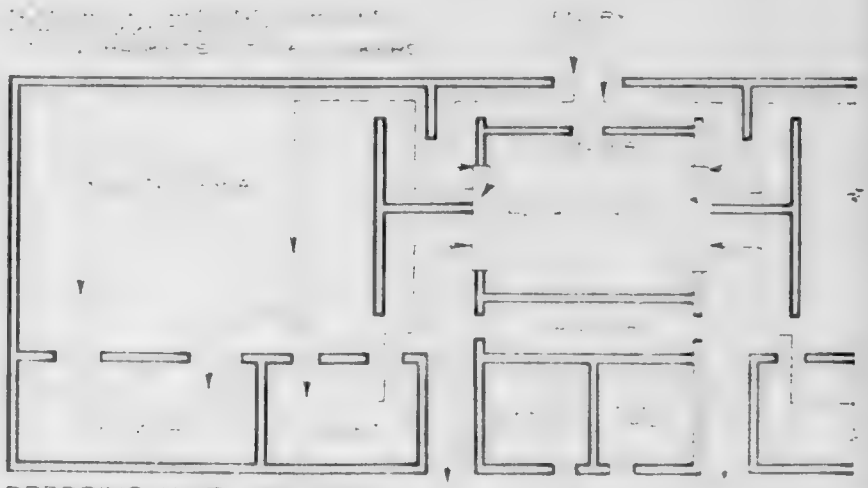


BASKET RACK

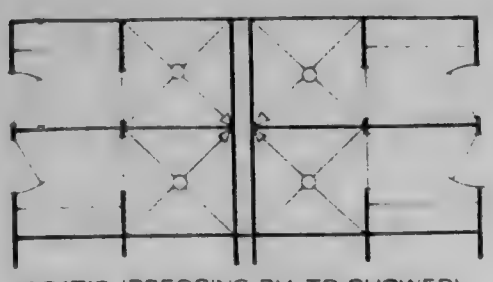
DRESSING ROOMS WITH LOCKERS



DRESSING UNITS FOR COMMUNITY USE

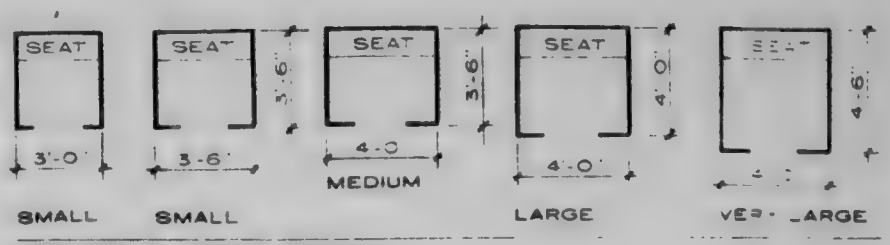


DRESSING UNIT FOR POOL

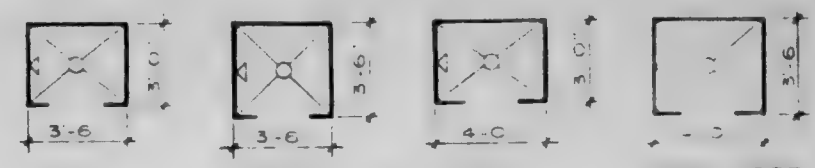


1:1 RATIO (DRESSING RM TO SHOWER)
(PLANNING ALLOWANCE 22-32 SQ FT. PER DRESSING ROOM)

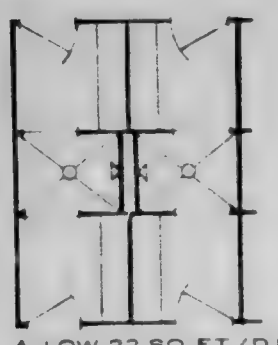
NOTE
BATH HOUSE STALLS ARE USUALLY LARGER THAN THOSE IN OTHER BUILDINGS FOR BEACH & OUTDOOR POOLS ALLOW SHOWERS FOR 250 PEOPLE



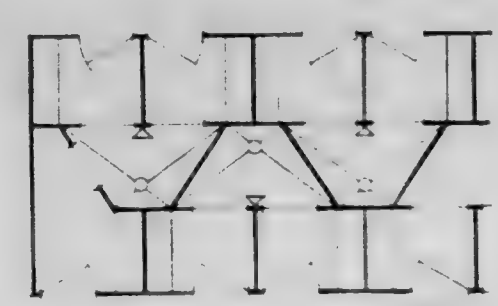
DRESSING ROOM SIZES
SCALE 1/8"=1'-0"



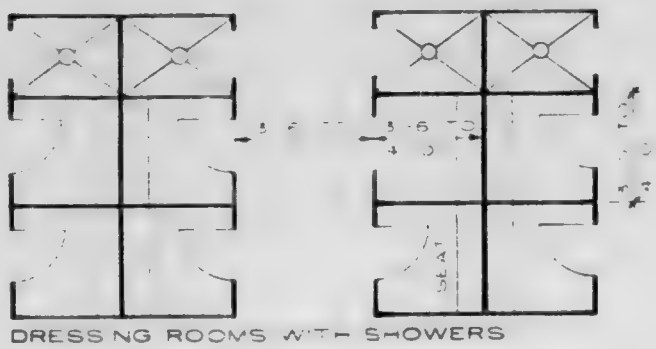
SHOWER STALL SIZES



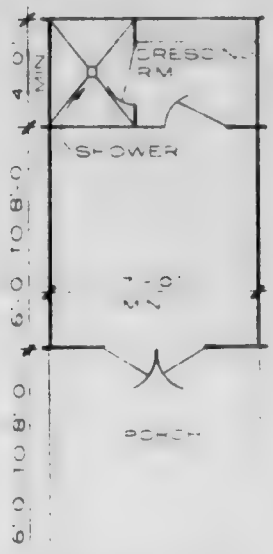
ALLOW 22 SQ FT./D R
TOTAL AREA = 88 SQ FT
2:1 RATIO



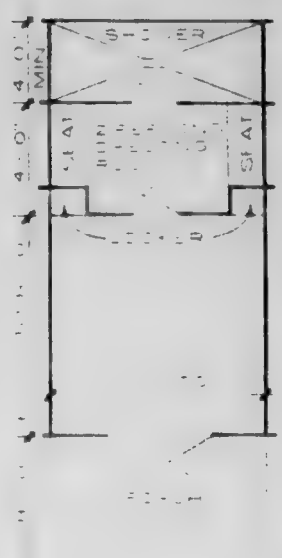
ALLOW 16 SQ FT/D R.
TOTAL AREA = 96 SQ FT
3:1 RATIO



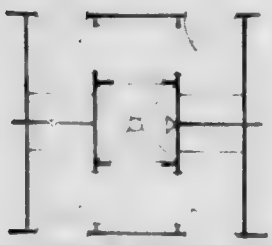
DRESSING ROOMS WITH SHOWERS



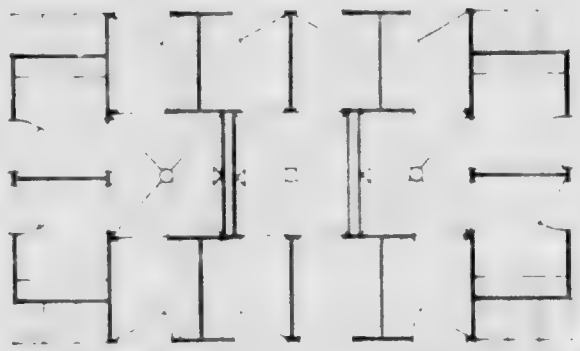
CABANA
SINGLE DRESSING ROOM



CABANA
(SINGLE DR)
2 PERSONS



ALLOW 6 SQ FT PER D R
TOTAL AREA 16 SQ FT
4:1 RATIO



ALLOW 20 SQ FT/D R TOTAL AREA = 240 SQ FT
4:1 RATIO (12 D R, 12 LOCKERS, 3 SHOWERS

CABANA
2 DRESSING ROOMS

CABANA
2 D R

ALLOW 4 [illegible] TOTAL AREA [illegible]
4:1 RATIO

COMBINATION SHOWERS AND DRESSING ROOMS

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

TRANSMITTAL NOTICE

Oregon Dept of Transportation
State Highway Building, Rm 110
Salem, Oregon 97310

Attention: Bob Ellison

DATE: May 21, 1980

PROJECT NO. 6027-01

PROJECT: Justice Center - Detention

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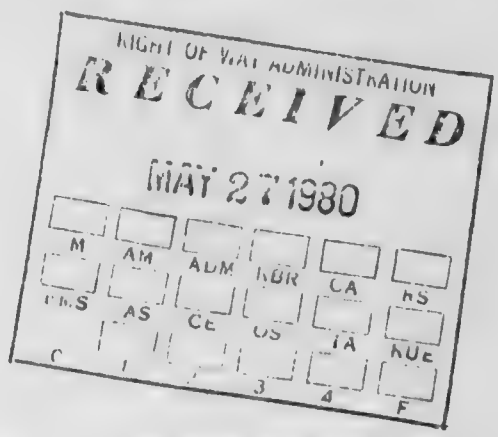
NO. OF COPIES	DATED	TITLE
1	5/7/80	DRAFT revised DDC Staffing Plan by Jack Chapman

REMARKS:

Transmitted at Jack Chapman's request for your use.



cc: Art Nordling/with enclosure
Ernest Grigsby/with enclosure
Ken Mouchka/with enclosure
Ev Ruffcorn/with enclosure

IF ENCLOSURES RECEIVED ARE NOT AS LISTED ABOVE, KINDLY NOTIFY AT ONCE.

MASTER FILE
ROUTING
/db

BY Jack Cornwall DB
Jack Cornwall, Associate Partner

M E M O

MAY 7, 1980

TO: CARL MASON, GENE SCHMIDT, VERA POOL, BOB HATRAK, WARREN COOK, TOM SLYTER, JOE GOLDEN, KATHY PAGE, BOB FRESH

FROM: JACK CHAPMAN

SUBJECT: DRAFT REVISED DDC STAFFING PLAN - FOR YOUR REVIEW

- -

A revised DDC staffing staffing plan has been developed in response to several discussions focusing on the April 15 floor plans submitted by the architect. This is just a draft for your review and requires further examination and discussion. I'll call each of you after a decent interval to get your response.

The bad news about this staffing plan is that it exceeds the planning guideline of about $ 5,040,831 by about $ 680,000 (13.6 %). I'm unsure what has to be done about this excess at the moment and I'm hoping Gene Schmidt can help me find more resources to increase the guideline number and reduce the excess cost.

In the meantime, please review with adequacy of staffing in mind and make note of questions you have or things you believe should be noted in a final edition of the document.

Please study as soon as you have time. Thanks.

JHC/j

DRAFT REVISED DDC STAFFING PLAN

AND OPERATIONAL COST PROJECTION

This staffing plan and operational cost projection uses a different format than its predecessor "DDC Operational Costs Proposal" (Feb. 3, 1980). Staffing is itemized by numbered posts in each of the three units: Service Unit (formerly Intake), Housing Unit, and Programs and Support Unit. A post or position may involve from less than 40 hours a week involving only one shift per day to 24 hour coverage, 365 days per year. This is indicated on the accounting table. Each post or position is also numbered within each unit and its general location is indicated on accompanying floor plans where the border surrounding the number indicates the unit to which it is assigned.

S U M M A R Y

	FTE	ESTIMATED COST
SERVICE UNIT		
INTAKE	54.78	
TRANSPORTATION	10.58	
DDC COURT ESCORT	7.98	
COURTHOUSE HOLDING & ESCORT	10.26	
	83.60	$ 1,820,997
HOUSING UNIT		
SUPERVISION AND SUPPORT	16.60	
SPECIAL HOUSING	9.96	
GENERAL HOUSING	56.44	
	83.00	$ 1,799,526
PROGRAMS AND SUPPORT		
ADMINISTRATION	14.58	
HEALTH CARE	34.68	

Table, continued

CENTRAL REFERRAL	9.30	
PROGRAMS	11.38	
FOOD SERVICES	13.90	
	83.84	$ 1,580,522
MATERIALS AND SERVICES*		525,457
T O T A L S =	250.44	$ 5,726,502

* does not include HVAC and utilities

STAFFING FACTOR:

A staffing factor is listed for each position. It is based on 220 shifts per year of productive time for the average staff member. With 220 shifts per year, the factor for 365 days of coverage of one shift is 1.66, and 4.98 for three shifts per day.

Other accountings of productive shifts per year are acknowledged.

S E R V I C E U N I T

The service unit is responsible for the Intake Center, Transport component and Court Escorts in both the DDC and the Courthouse. An FTE of 83.6 persons is shown on the following accounting and posts are located on DDC LL1, Floors 2 and 3, and in the Courthouse Holding Facility. Brief descriptions of the four components are followed by post listing and location floor plans.

INTAKE

Under a Corrections Supervisor on all shifts, this component operates a full time Intake Center involving 10 additional full time posts on LL1 and Floor 2. Integral to this operation are health care personnel and CRP counselors.

TRANSPORT

Under a Corrections Supervisor on day shift, 250 days per year, this unit has three other positions, one covering all shifts and another two shifts per day, 365 days per year. Another position covers only day shifts on weekdays, principally to assist with courthouse transfers and other scheduled movements.

DDC COURT ESCORT

Under a Corrections Supervisor on day shifts, 250 days per year, the unit also includes 6 other positions on Floor 3 where the DDC courts are located. Component staff assist in moving prisoners to the court holding area.

COURTHOUSE HOLDING AND ESCORT

Under a Corrections Supervisor on day shifts, 250 days per year, this component of 8 operates the Courthouse Holding Facility and has 5 officers available for escorting individual prisoners to trials and other appearances in the Courthouse. This staff also assists in moving prisoners to and from the Courthouse.

SELECTED POINTS:

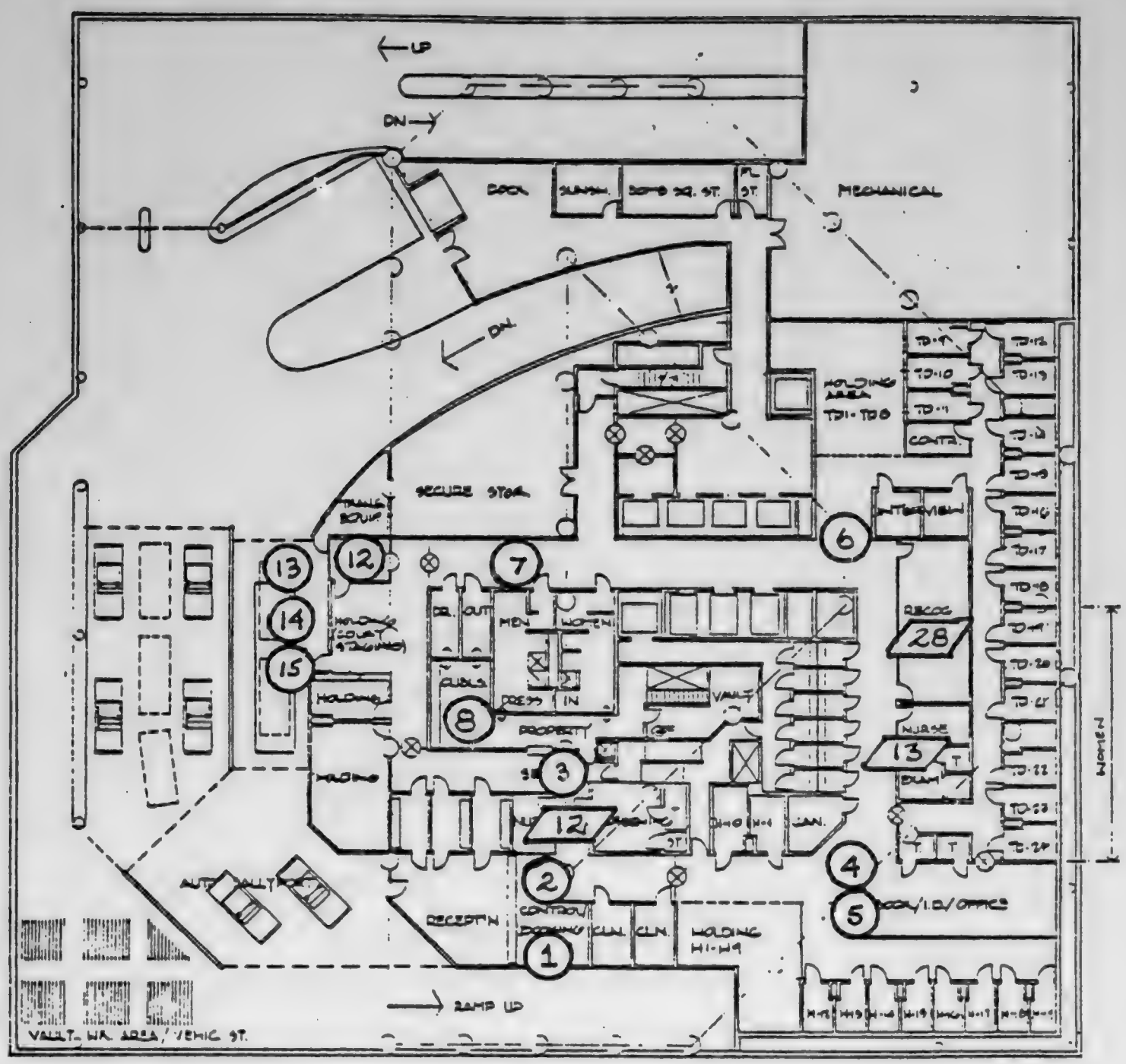
- A total of 31 posts are shown in the service unit. This represents the maximum number of persons working on a day shift in this unit - and 9 of these work primarily in the Courthouse.
- Supervision responsibilities range from a high of 10 in the Intake component (same on all shifts) to 3 in the Transportation component.
- DDC and Courthouse units each have a supervisor, and work only on judicial days.

S E R V I C E U N I T

LEVEL	COMPONENT	POST DESIGNATION	SHIFT COVERAGE DAY	EVE	NIGHT	DAYS PER YEAR	FACTOR	SEX	
LL1		INTAKE							Page 7
	1	Corrections Supervisor	X	X	X	365	4.98		
	2	Reception Officer	X	X	X	365	4.98		
	3	Search Officer	X	X	X	365	4.98		
	4	Booking Officer 1	X	X	X	365	4.98		
	5	Booking Officer 2	X	X	X	365	4.98		
	6	Temporary Detention Off	X	X	X	365	4.98		
	7	Dress In / Out Officer	X	X	X	365	4.98		
	8	Clothing Room	X	X	X	365	4.98		
							39.84		
2		RELEASE AND CONTROL							Page 8
	9	Control 1	X	X	X	365	4.98		
	10	Control 2	X	X	X	365	4.98		
	11	Release Center	X	X	X	365	4.98		
							14.94		
LL1		TRANSPORT							Page 9
	12	Corrections Supervisor	X			250	1.14		
	13	Transport Officer 1	X	X	X	365	4.98		
	14	Transport Officer 2	X	X		365	3.32		
	15	Transport Officer 3	X			250	1.14		
							10.58		
3		DDC COURT ESCORT							Page 9
	16	Corrections Supervisor	X			250	1.14		
	17	Control Booth Officer	X			250	1.14		
	18	Holding 1	X			250	1.14		
	19	Holding 2	X			250	1.14		
	20	Courtroom 1	X			250	1.14		
	21	Courtroom 2	X			250	1.14		
	22	Courtroom 3	X			250	1.14		
							7.98		

S E R V I C E U N I T

LEVEL	COMPONENT	POST DESIGNATION	SHIFT COVERAGE DAY	EVE	NIGHT	DAYS PER YEAR	FACTOR	SEX	
C H		COURTHOUSE HOLD AND ESCORT							Page 6
	23	Corrections Supervisor	X			250	1.14		
	24	Control Room	X			250	1.14		
	25	Holding 1	X			250	1.14		
	26	Holding 2	X			250	1.14		
	27	Escort 1	X			250	1.14		
	28	Escort 2	X			250	1.14		
	29	Escort 3	X			250	1.14		
	30	Escort 4	X			250	1.14		
	31	Escort 5	X			250	1.14		
							10.26		



SERVICE UNIT POSTS

PROGRAMS UNIT POSTS

LOWER LEVEL 1

Justice Center

Multnomah County – City of Portland

APRIL 8, 1980

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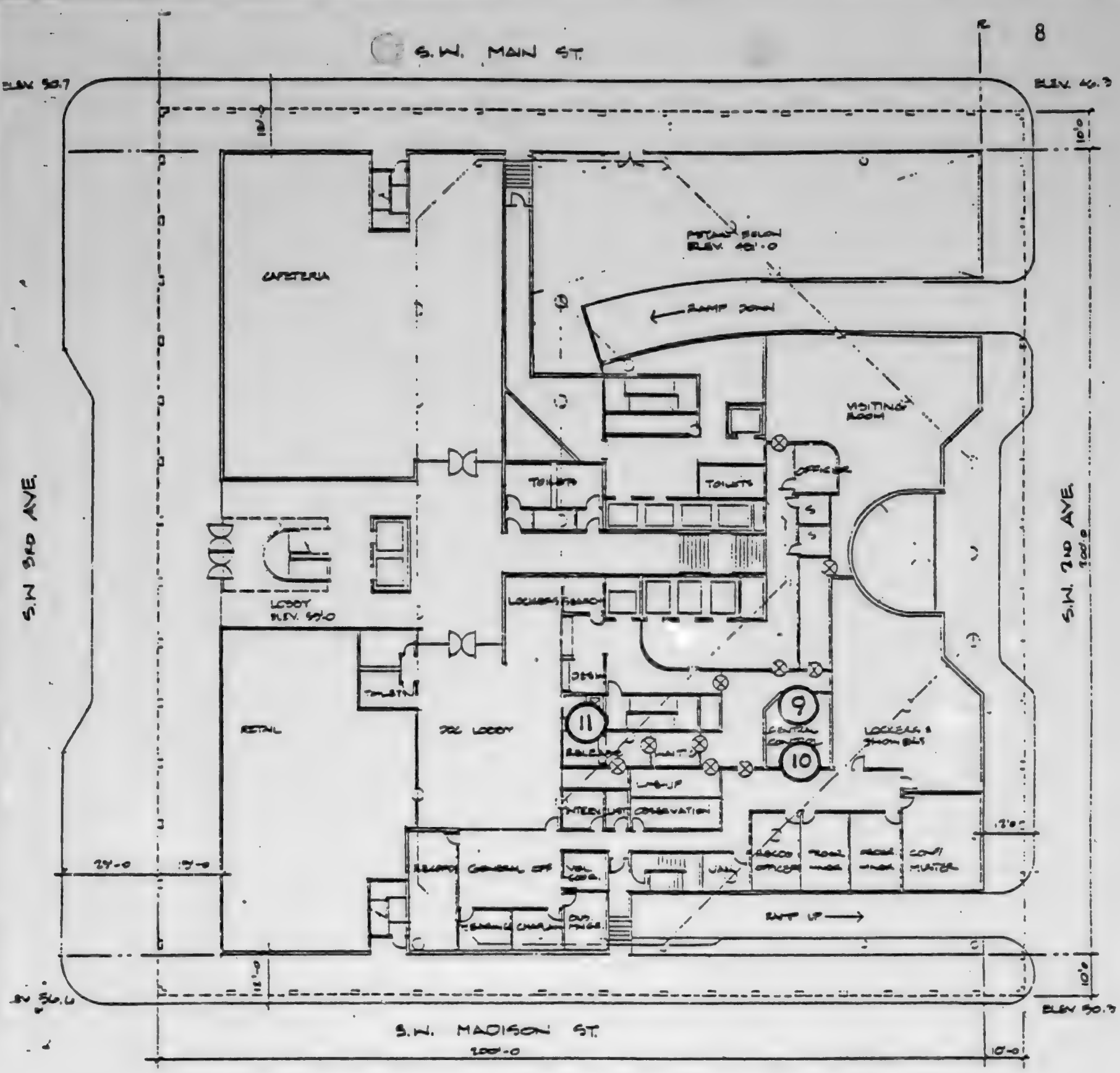
ZIMMER GUNSUL FRASCA PARTNERSHIP



SERVICE UNIT POST

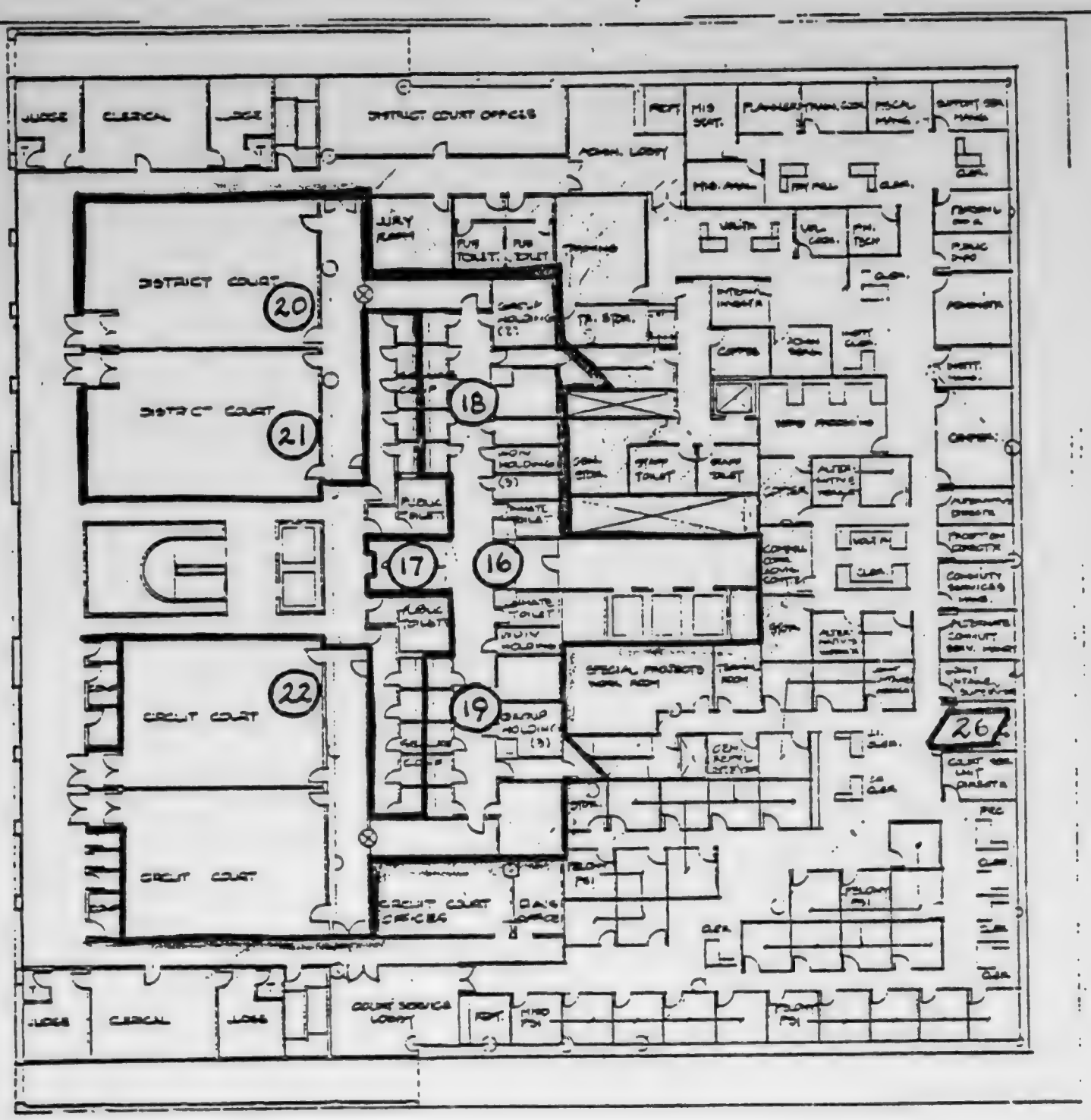
(Also see page 20 for Program Staff on this level)

DDC LOBBY FLOOR 2

Justice Center

Multnomah County – City of Portland

APRIL 8, 1980



○ SERVICE UNIT POSTS

▱ PROGRAMS UNIT POSITION

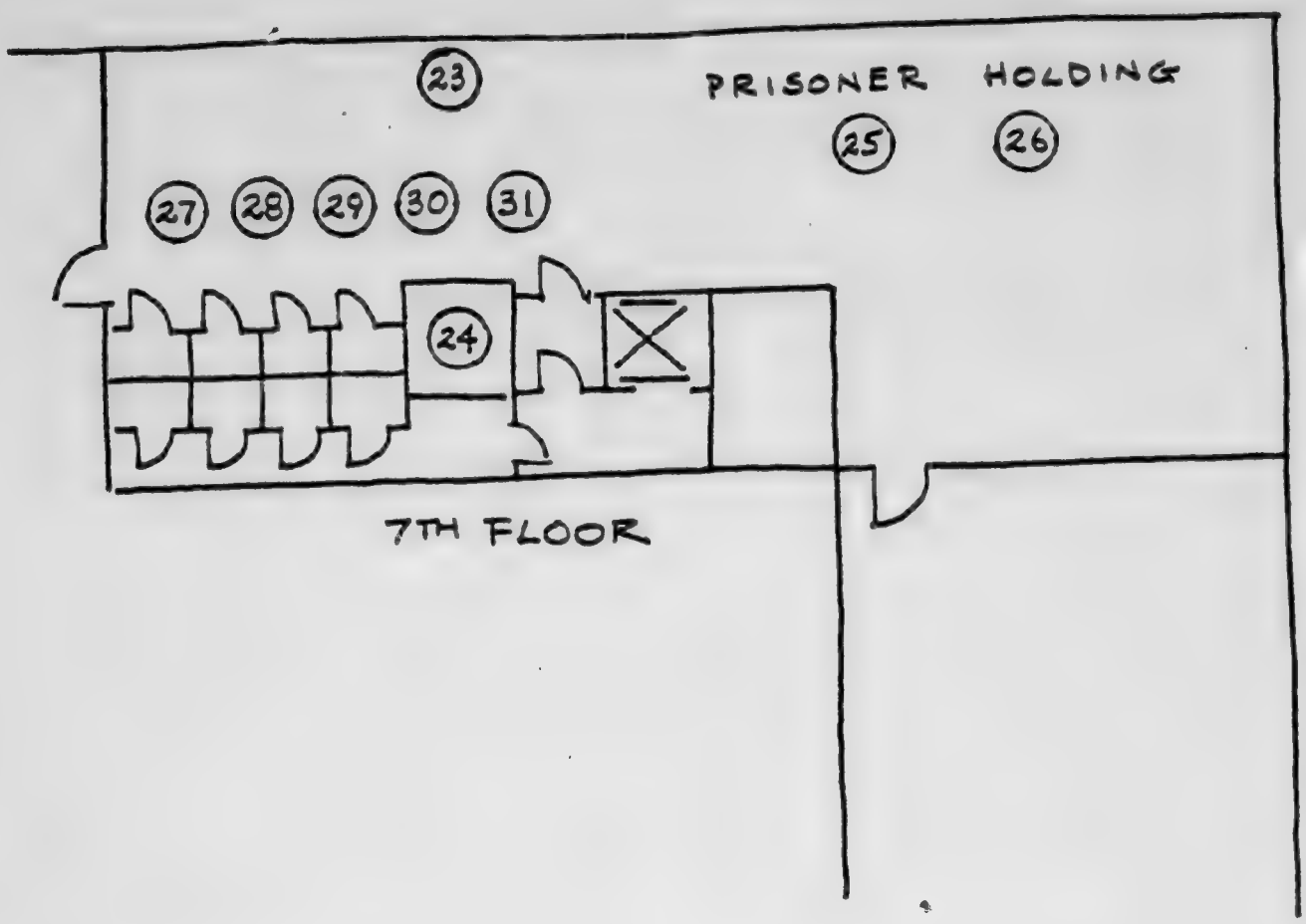
COURTS /CORRECTIONS FLOOR 3

Justice Center

Multnomah County – City of Portland

COURTHOUSE HOLDING FACILITY

5TH AVENUE → N



H O U S I N G U N I T

The Housing Unit is responsible for staffing the five DDC floors where prisoners are housed - four regular housing floors and the special housing floor. An FTE of 83 persons is shown in the following accounting, based on the 89 % occupancy projection that leaves one regular size and the half size module vacant (explained separately). All posts are shown on floors 4 through 8, but the positioning of the Corrections Supervisors and Utility Officers is not decided yet.

SUPERVISION

A Corrections Supervisor is provided on all shifts, 365 days per year. This person is supplemented by another Corrections Supervisor on day shifts only, 365 days per year, largely to assist with the increased level of activity in prisoner movement and services.

ESCORT AND ASSIST

Two Utility Officers are provided on all shifts, 365 days per year, performing differing tasks according to the particular shift. These officers assist with prisoner movement and observe prisoners in their rooms during the night shift.

SPECIAL HOUSING FLOOR (4)

One officer is in the special housing unit on all shifts and another is programmed on two shifts a day, 365 days per year. There is also a Utility Officer assigned to the Health Care Work area on day shifts, 365 days per year.

REGULAR HOUSING FLOORS (5 - 8)

A Floor Officer is assigned to each housing floor on all shifts, 365 days per year, and is designated as a senior officer. There is a Module Officer assigned to every occupied module on two shifts per day (one is left vacant in the following accounting on the basis of the 89 % occupancy projection).

SELECTED POINTS:

- A total of 24 numbered posts - representing the maximum number of staff that might be working on the day shift.
- Two of the 24 are not figured into the staffing projection (8 is the half size module on Floor 4 and 24 is one of the modules on Floor 8) becuase of the 89 % occupancy projection.
- Supervisors basically deal with Floor Officers only (ratio 1:4). Floor Officers should be senior designation and deal with visitors.
- Second supervisor also deals with recreation, commissary. library, volunteers as necessary, and food servers.
- Counselor on each housing floor

HOUSING UNIT

LEVEL	COMPONENT	POST DESIGNATION	SHIFT COVERAGE DAY	EVE	NIGHT	DAYS PER YEAR	FACTOR	SEX	
		SUPERVISION							
	1	Corrections Supervisor 1	X	X	X	365	4.98		
	2	Corrections Supervisor 2	X			365	1.66		
							6.64		
		ESCORT AND ASSIST							
	3	Utility Officer 1	X	X	X	365	4.98		
	4	Utility Officer 2	X	X	X	365	4.98		
							9.96		
4	5	Module Officer 1	X	X	X	365	4.98		
	6	Module Officer 2	X	X		365	3.32		
	7	Utility Officer	X			365	1.66		
	8								
							9.96		
5	9	Floor Officer	X	X	X	365	4.98		
	10	Module Officer 1	X	X		365	3.32		
	11	Module Officer 2	X	X		365	3.32		
	12	Module Officer 3	X	X		365	3.32		
							14.94		
6	13	Floor Officer	X	X	X	365	4.98		
	14	Module Officer 1	X	X		365	3.32		
	15	Module Officer 2	X	X		365	3.32		
	16	Module Officer 3	X	X		365	3.32		
							14.94		
7	17	Floor Officer	X	X	X	365	4.98		
	18	Module Officer 1	X	X		365	3.32		
	19	Module Officer 2	X	X		365	3.32		
	20	Module Officer 3	X	X		365	3.32		
							14.94		
8	21	Floor Officer	X	X	X	365	4.98		
	22	Module Officer 1	X	X		365	3.32		
	23	Module Officer 2	X	X		365	3.32		
	24								
							11.62		

ON OTHER FLOORS,
POSTS SAME AS:

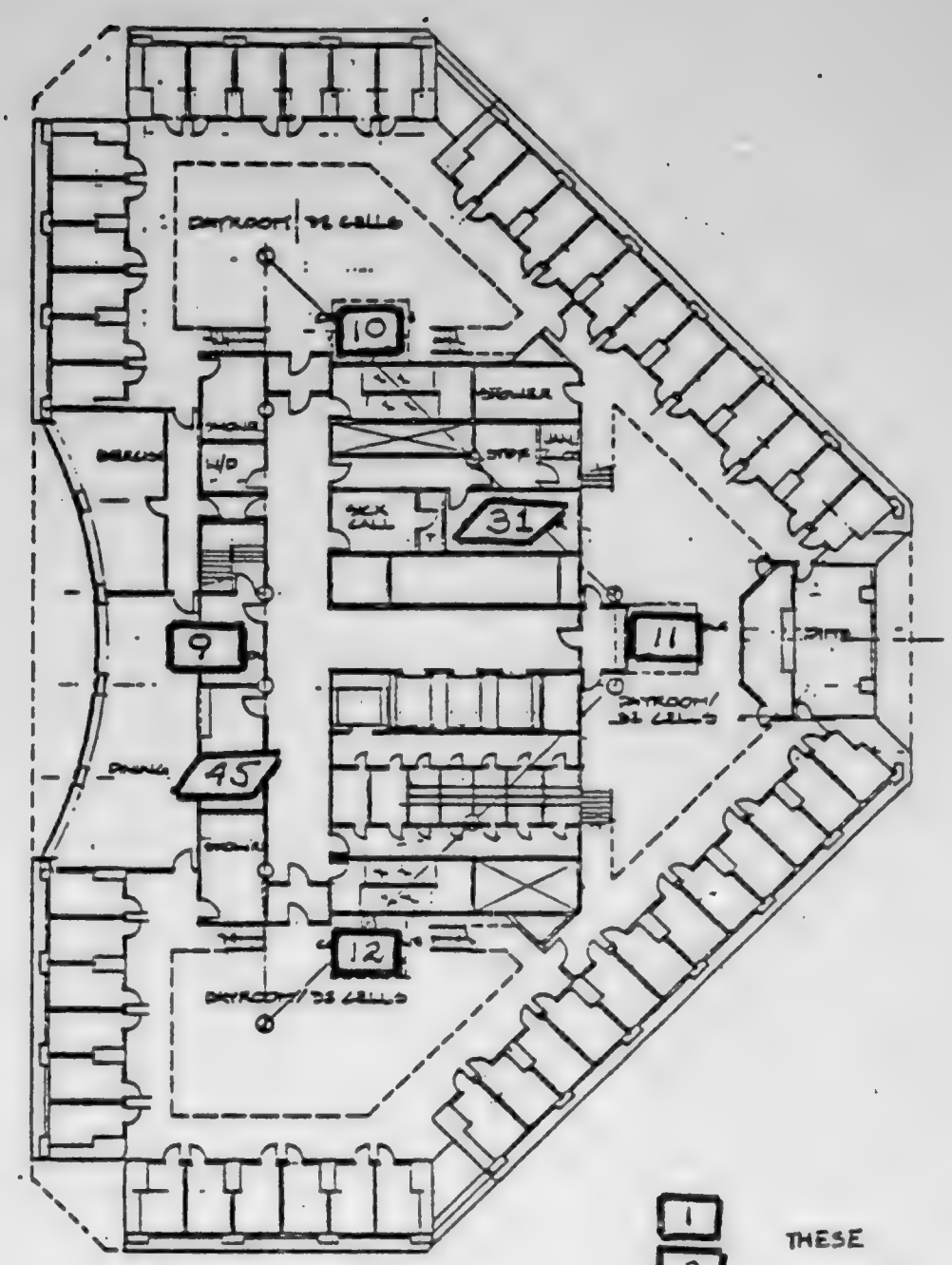
13, 17, 21 > 9

14, 18, 22 > 10

15, 19, 23 > 11

16, 20, 24 > 12

33, 34, 35 > 31



FLOOR 5

1, 2, 3, 4 THESE LOCATED ELSEWHERE

Housing Unit staff

Programs Unit staff

TYPICAL HOUSING FLOORS 5-8

Justice Center

Multnomah County – City of Portland

APRIL 8, 1980

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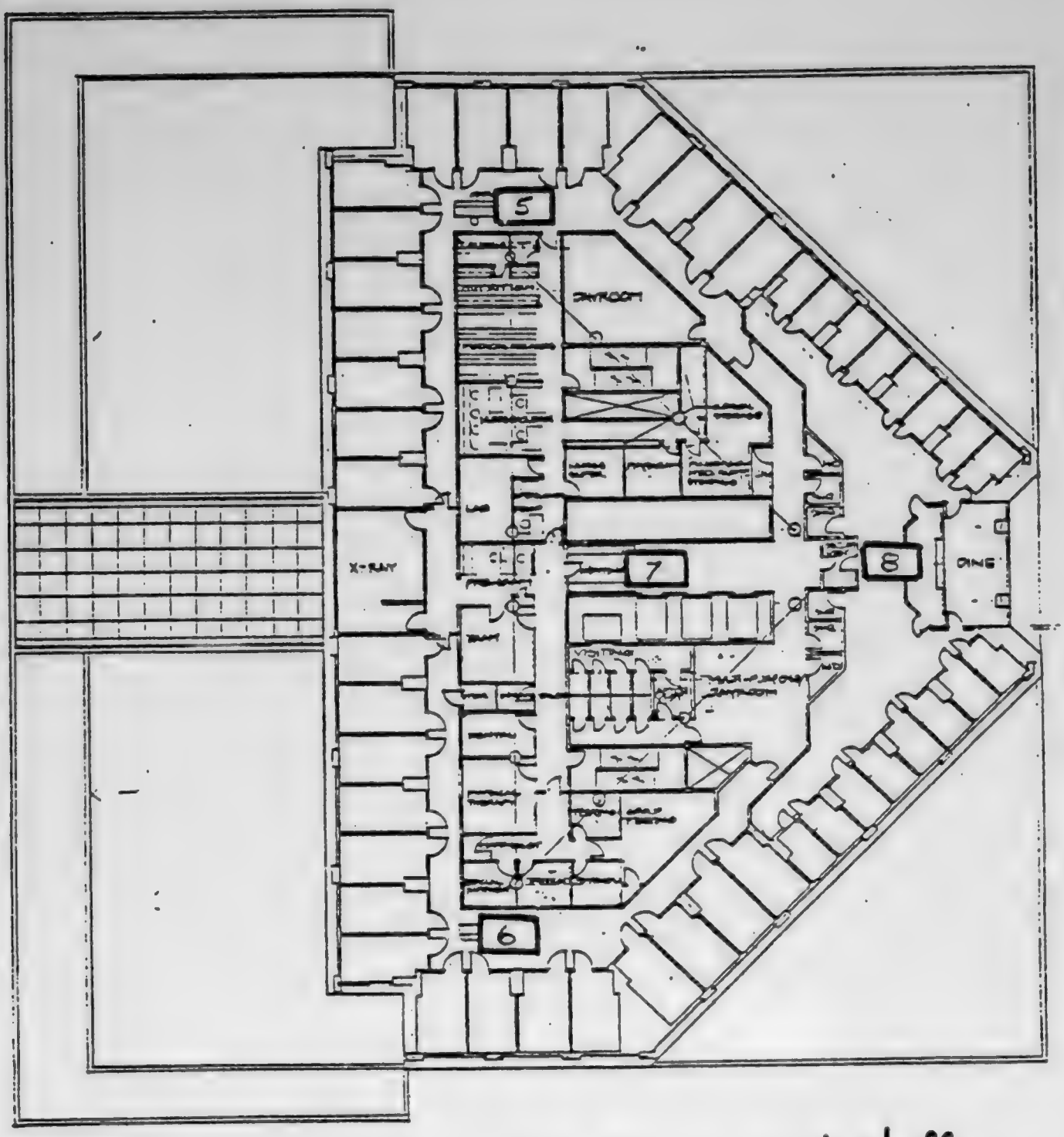


☐ Housing Unit staff

(Also see page 21 for Health Care Staff on this Floor)

SPECIAL HOUSING FLOOR 4

Justice Center

Multnomah County – City of Portland

APRIL 8 1980

PROGRAMS AND SUPPORT

This unit includes all other non-security staff regularly assigned to the DDC, including the two managers for other units and the health care staff. A total FTE of 83.84 is accounted in the following five components. Staff is located on LL 1, Floors 2, 3, 4, 5-8, and 9.

ADMINISTRATION

The PM / Corrections responsible for the Service and Housing Units are located here, as well as business management, records and public reception personnel. Records and reception staff are assigned two shifts per day, 365 days per year. All are located on Floor 2.

HEALTH CARE

A total of 34.68 staff are enumerated in 16 positions, all but two of which are positioned on Floor 4. Four nursing positions, two on LL 1 and two on Floor 4 are programmed for full coverage, 365 days per year. Two others are scheduled for evening shift, and the remainder (10) work only day shifts from 110 to 365 days per year.

CENTRAL REFERRAL PROGRAM

An FTE of 9.3 persons is provided with a supervisor and two other positions, one assigned to all shifts per day, the other to two shifts per day, 365 days per year.

PROGRAMS

Program staff has an FTE of 11.38 in 10 positions, 3 of which are one half time. The principal group is the counselors who are located on the four general housing floors. Recreation supervisors cover two shifts per day, 365 days per year and are located on the 9th floor. Three are located on Floor 2.

FOOD SERVICES

An FTE of 13.9 is shown, 9 of whom are responsible for food preparation, and are shown in this accounting as covering a 365 day year. None except the food servers work more than one shift per day. Food servers (4.98 FTE) work on the housing floors, while the others work on Floor 9.

SELECTED POINTS:

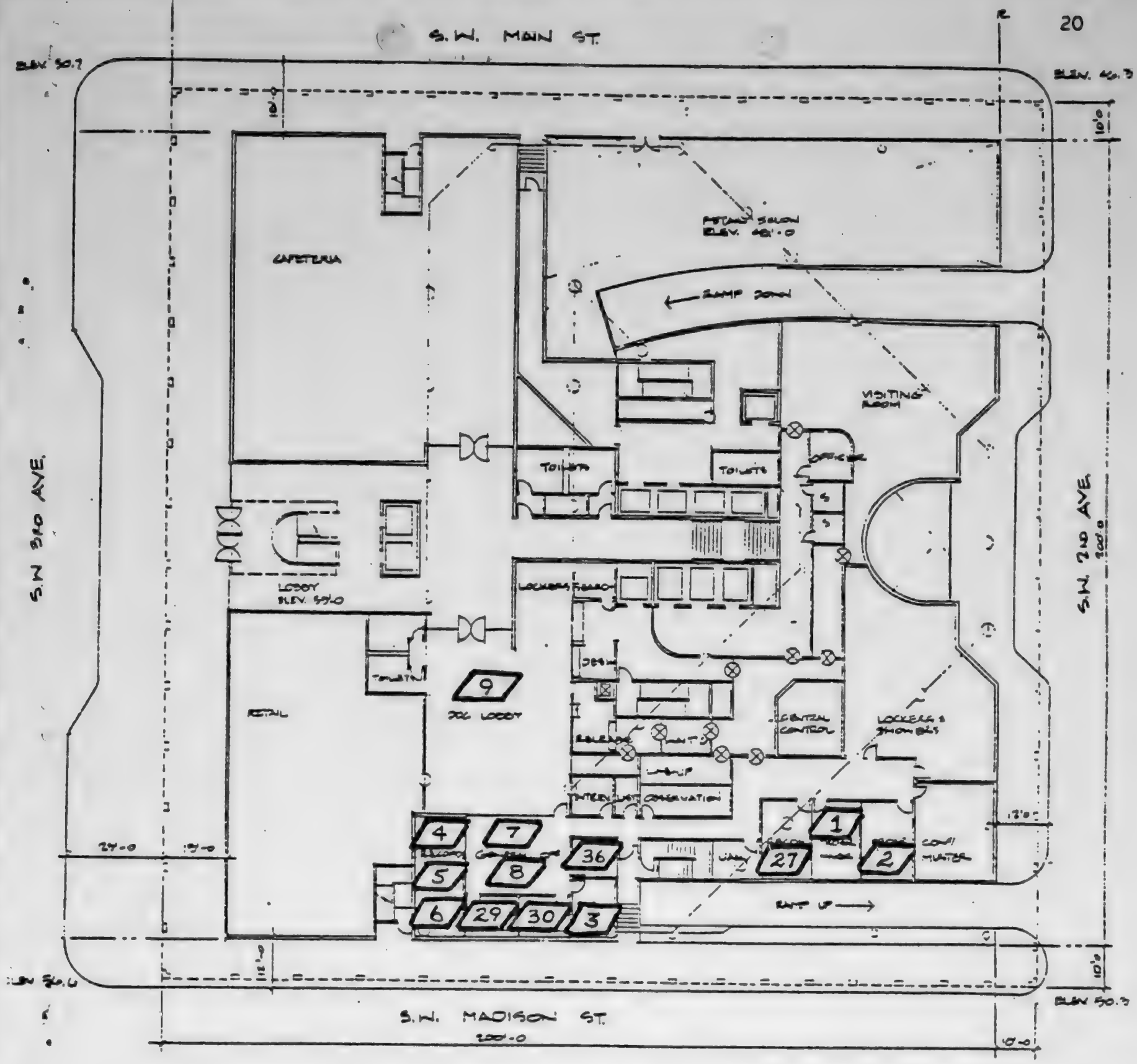
- The Programs and Support Unit shows 45 posts and positions - representing the maximum number of persons who would be at work on the day shift
- No direct manager of this unit is provided since it is a collection of functional components with no over-riding organizational principle. The health care staff comprises more than 40 % of the total number of FTE positions, and this unit has a Program Manager (although not provided with an office in this plan).
- Obviously, the food services and Central Referral components lend themselves to differing relationships for supervision and guidance. Most staff in the "program" category do not lend themselves to the same sort of supervision and guidance.

PROGRAMS AND SUPPORT

LEVEL	COMPONENT	POST DESIGNATION	SHIFT COVERAGE DAY	EVE	NIGHT	DAYS PER YEAR	FACTOR	SEX	
		ADMINISTRATION							
2	1	PM / Corr - Service Unit	X			220	1.0		
2	2	PM / Corr - Housing Unit	X			220	1.0		
2	3	Administrative supervisor	X			220	1.0		
2	4	Records Supervisor	X			220	1.0		
2	5	Records 1	X	X		365	3.32		
2	6	Records 2	X			250	1.14		
2	7	Clerical 1	X			365	1.66		
2	8	Clerical 2	X			250	1.14		
2	9	Receptionist	X	X		365	3.32		
							14.58		
		HEALTH CARE							
4	10	PM / Nursing	X			220	1.0		
4	11	Nursing Supervisor	X	X	X	365	4.98		
LL1	12	Intake Nurse 1	X	X	X	365	4.98		
LL1	13	Intake Nurse 2	X	X	X	365	4.98		
4	14	Special Housing 1	X	X	X	365	4.98	- FTE	25
4	15	Special Housing 2	X	X		220	2.0		
4	16	Sick Call Nurse 1	X			365	1.66		
4	17	Sick Call Nurse 2	X			250	1.14		
4	18	Health Services Splst 1	X			220	1.0	- FTE	2
4	19	Health Services Splst 2	X			220	1.0		
4	20	Clerical 1	X	X		365	3.32		
4	21	Clerical 2	X			250	1.14		
4	22	Physician	X			220	1.0		
4	23	Psychiatrist	X			110	0.5		
4	24	Psychologist	X			220	1.0		
4	25	Social Worker	X			220	1.0		
							34.68		
		CENTRAL REFERRAL PROGRAM							
3	26	CRP Supervisor	X			220	1.0		
3	27	Counselor 1	X	X		365	3.32		
LL1	28	Counselor 2 (recog)	X	X	X	365	4.98		
							9.3		

PROGRAMS AND SUPPORT

LEVEL	COMPONENT	POST DESIGNATION	SHIFT COVERAGE DAY	EVE	NIGHT	DAYS PER YEAR	FACTOR	SEX		
		PROGRAMS								
2	29	Hearings Officer	X			220	1.0			
2	30	Chaplain	X			110	0.5			
5	31	Counselor 1	X			250	1.14			
6	32	Counselor 2	X			250	1.14			
7	33	Counselor 3	X			250	1.14			
8	34	Counselor 4	X			250	1.14			
9	35	Recreation Supervisor	X	X		365	3.32			
2	36	Volunteer Coordinator	X			220	1.0			
9	37	Librarian	X			110	0.5			
9	38	Education Program Supr	X			110	0.5			
							11.38			
9		FOOD SERVICES								
	39	Food Services Manager	X			250	1.14			
	40	Cook 1	X			365	1.66			
	41	Cook 2	X			365	1.66			
	42	Cook 3	X			250	1.14			
	43	Food Services Helper	X			365	1.66			
	44	Food Services Aide	X			365	1.66			
	45	Food Servers	X	X		365	4.98			
							13.9			



(Also see page 8 for Service Unit staff on this floor)

DDC LOBBY LEVEL 2

Justice Center

Multnomah County – City of Portland

APRIL 8, 1980

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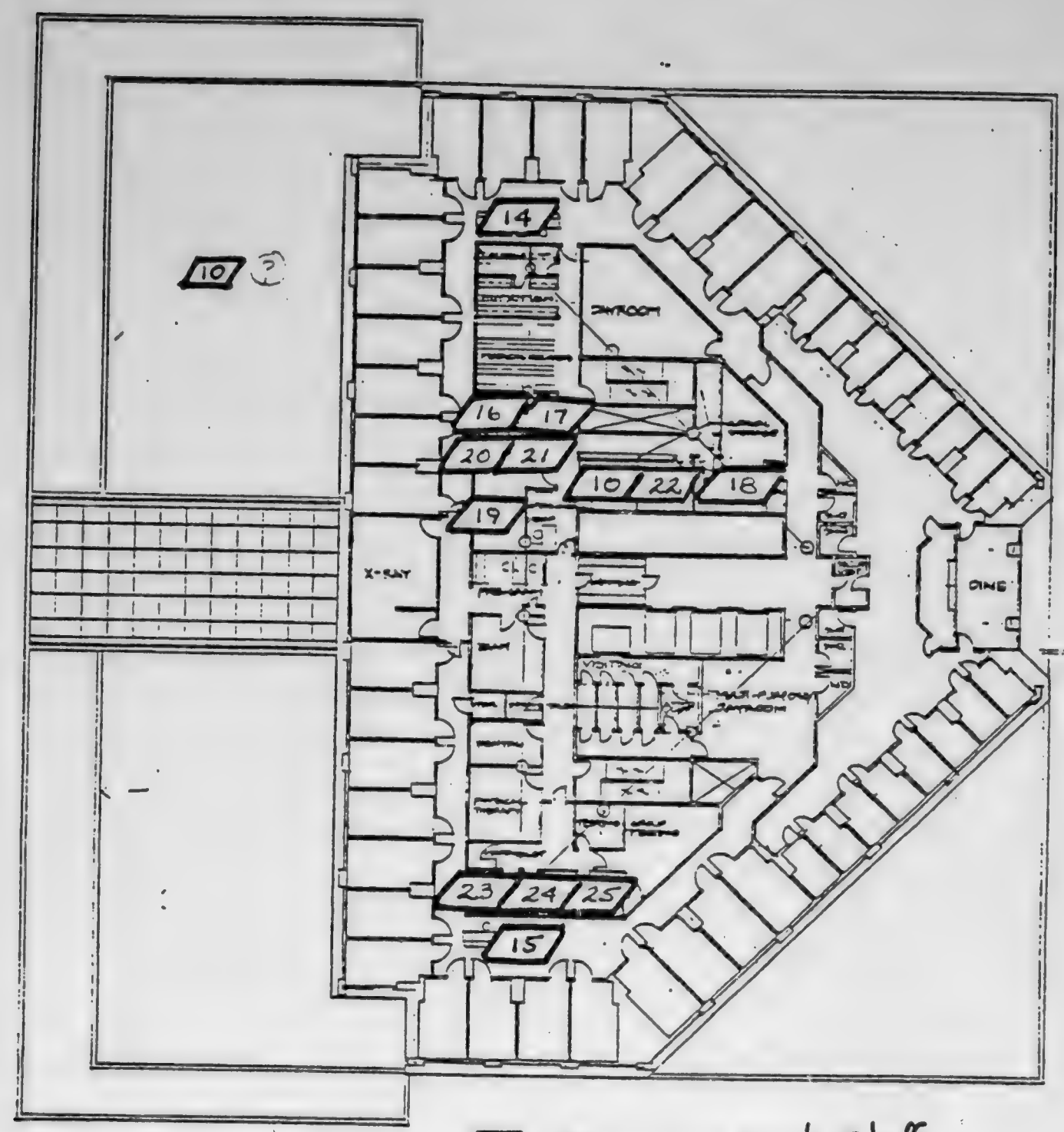


▱ Programs Unit Staff

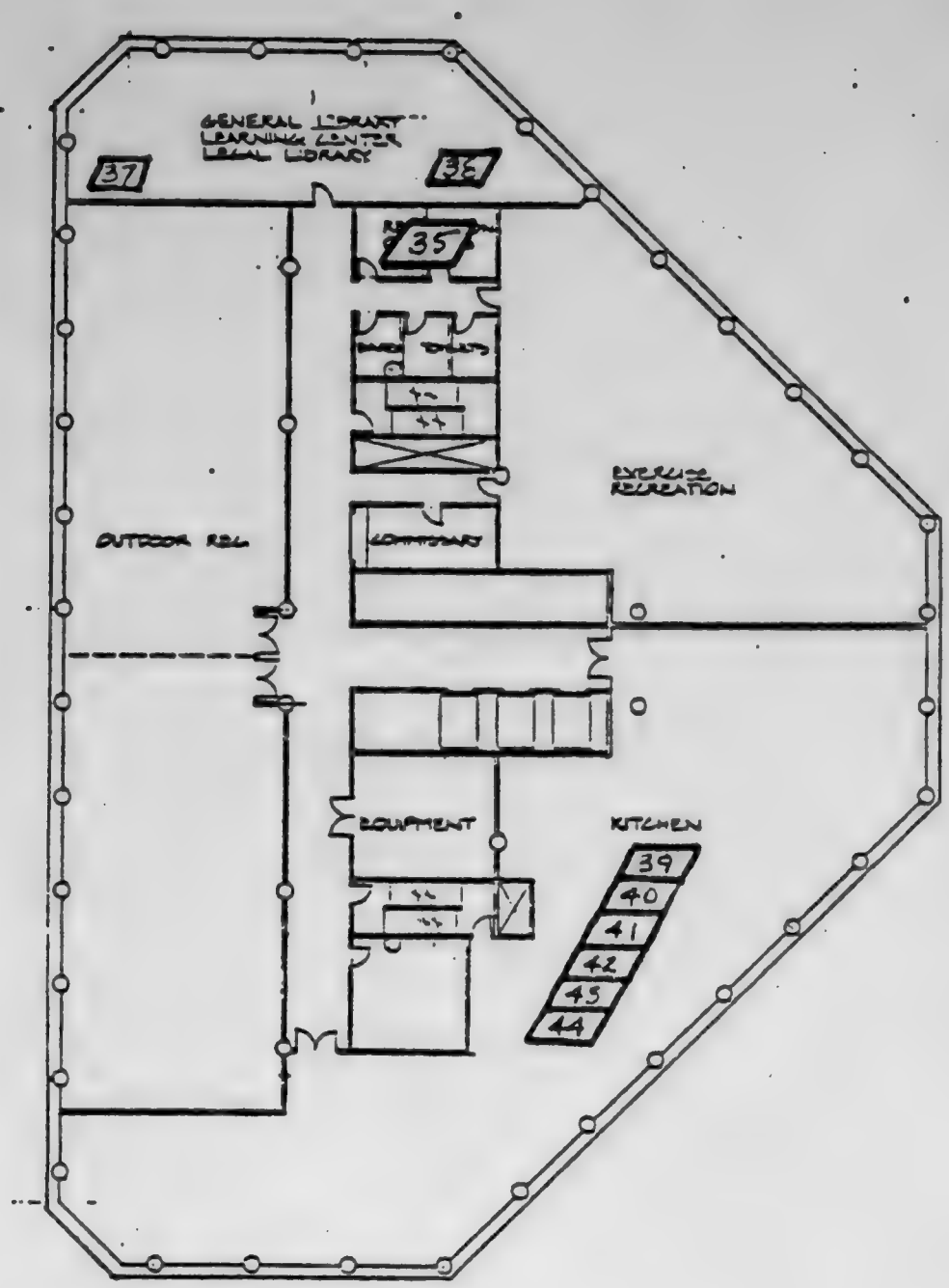
(Also see page 15 for Housing Unit staff on this floor)

SPECIAL HOUSING FLOOR 4

Justice Center

Multnomah County – City of Portland

APRIL 8,1980



SERVICES
~~EXERCISE~~ /KITCHEN FLOOR 9

Justice Center

Multnomah County – City of Portland

APRIL 8, 1980

4294/ Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Downtown Detention Center
(Your ROW dtd 7-22-80)

Date: July 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's July 22, 1980, memorandum provided justification for 1800 sf of space for a visiting room. We believe this to be very liberal, but we approve it for functional replacement based on the justification provided.

G. L. Green

cc:
OSHD (R W Ellison, Proj Mgr)

RECEIVED
STATE HWY ENGR
JUL 29 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROW 12
CON 2-2
I-205
Sandy-
Killingsworth
I.P.

July 22, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
File 46993
FAP No. I-205-7(8)311
Contact Visiting Area
DDC Lobby Floor

During our recent meetings relative to floor space within the Justice Center, you indicated the need for justification of the 1,800 square feet assigned to contract visiting on the DDC lobby floor. Such justification is presented in the attached letter from John McGough to Jack Cornwall.

Your concurrance that this area is eligible for federal-aid under the functional replacement concept is requested.

RWE:mk
Attachment

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
DOT DIRECTOR
JUL 23 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9294

Form FHWA 121 (1/80)

2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center
(Your ROW 12 dtd 7-2-80)

Date: July 25, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's memorandum of July 2, 1980, requested our concurrence that the truck loading areas are eligible for functional replacement.

The building certainly requires inside truck loading facilities and this will serve primarily the jail areas. Accordingly, it will be eligible for functional replacement.

G. L. Green

cc:
OSHD (R W Ellison, Proj Mgr)

RECEIVED
STATE HWY ENGR
JUL 29'80
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

ROW 12

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
Loading Berth (Dock)
Within the Building
File 46993
FAP No. I-205-7(8)311

The attached letter from our Architect (Zimmer Gunsul Frasca) dated June 27, 1980, clearly explains the situation which requires that the truck loading berth (dock) for the Justice Center be within the building.

This loading berth and its associated truck parking area were not included in previous listings of functional replacement areas. This omission occurred because this particular requirement of the downtown site was not known to the parties involved.

Your concurrence that the truck loading berth and its associated parking area are eligible for classification as functional replacement is requested.

RWE:jh
attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
JUL 3 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9-2614

L.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center Recreation Area

Date: June 16, 1980

From: G. L. Green, Division Administrator

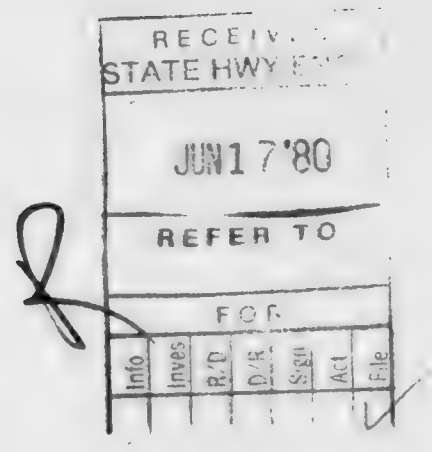
Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's April 11, 1980, memorandum furnished support for 5000 nsf of outdoor recreation space. This space meets the standards and is approved.

G. L. Green

cc:
OSHD (R W Ellison, Proj Eng)



.OM 12

April 11, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison, P. E.
Project Manager

NOTED
H. S. COULTER

SUBJECT: Justice Center
Outdoor Recreation
File 46993
FAP No. I-205-7(8)311

Your letter of January 21, 1980, listing space for the Downtown Detention Center itemized space which you have approved for Federal-aid participation and space which is in question. Included in the questioned space is 5000 net square feet for outdoor recreation.

Attached as support for approving the questioned space are the following:

1) WMFL letter dated January 22, 1980
2) Two-page discussion entitled, "Recreation"

The January 22 letter identifies Section 5119 of the "Manual of Standards for Adult Local Detention Facilities" by the Commission on Accreditation for Corrections as the standard which applies to outdoor recreation. This standard indicates that 5000 net square feet of outdoor recreation area is required for our facility.

Your approval of this area is requested.

RWE:jh
attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
STATE HWY ENGR
APR 11 '80
REFER TO
FOR
Info | Inves | R/D | Gen | Surv | Act | File

4294

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Justice Center
Multnomah County

Date: June 13, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

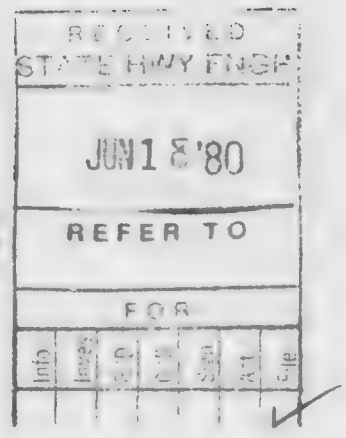
To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's June 5, 1980, memorandum requested approval of modifying form PR-47.

I concur that the information requested on the form is not relevant to building work and agree with the suggestion that the PR-47 be submitted with the notation that the data is "not applicable."

G. L. Green

cc:
OSHD (R W Ellison, R/W)



6-19

ROW 12

June 5, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
Form PR-47
File 46993
FAP No. I-205-7(8)311

The attached letter from John McCarthy (June 3, 1980) indicates that Form PR-47 has been developed for bridge and highway projects and is not applicable to building projects. I concur with this. The use of PR-47 on this project will erroneously introduce extraneous data into the PR-47 system and result in tabulations and analyses which are incorrect.

I request your concurrence that PR-47 not be completed on this project. Instead, a copy of the form with the words, "not applicable" boldly written across the face will be included with the job records.

RWE:jh
attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Carroll Keasey
John McCarthy

RECEIVED
STATE HWY ENGR
JUN 6 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9294

ROW 12

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Justice Center
Cell Mock-Up
File 46993
FAP No. I-205-7(8)311

The attached letter authorizes our Architect to have a jail cell mock-up constructed. It will be full size and will include the construction materials, hardware, etc., anticipated for use in the Justice Center.

The anticipated cost ($27,500) is included as an additional service in the State/Architect Agreement which was previously approved.

Your concurrence in authorizing construction of the mock-up is requested.

RWE:jh
attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
STATE HWY ENGR
JUN 13 '80
REFER TO
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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

June 11, 1980

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Cell Mock-Up
File 46993
FAP No. I-205-7(8)311

Dear Jack:

In accord with the requirements of Article III C of the State/Architect Agreement dated January 28, 1980, you are hereby authorized to proceed with the design and construction of a full scale mock-up of two adjacent typical inmate rooms. The cost of this work shall not exceed $27,500 (as shown in Exhibit "C" of the agreement) without prior written approval from the State. As indicated in the Project Management Team Meeting of June 10, the mock-up shall include two rooms (cells) and the common mechanical-pipe chase.

The State has outdoor location under the west end of the Marquam Bridge which can be used as a construction site for the mock-up. The site is fenced and has power available.

Very truly yours,

R. W. Ellison, P.E.
Project Manager

RWE:jh

cc: E. S. Hunter
V. E. Skoog
Tuck Wilson
John McCarthy
Glen Green

RECEIVED
TECHNICAL SERVICES
JUN 11 '80
REFER TO
FOR:
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Form 734-3122

9274

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 6, 1980

NOTED
E. S. HUNTER

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Justice Center
DDC Fixtures
File 46993
FAP No. I-205-7(8)311

Dear Tuck:

I note that the Architect, by letter of June 2, has requested that Jack Chapman furnish information on furnishings and equipment which will be included in the direct construction cost and that which will be otherwise provided. I believe that a general rule of thumb is that built-in items are included in the construction cost and movable items are otherwise provided.

In order to be more specific an inventory of items at Rocky Butte should be made. This is similar to the inventory made for the County Shops replacement. The inventory will classify the items as follows:

A. Fixtures: These are items which are part of the real property. Removal would impair the function or usability of remainder. This also includes items designed to fit in the property, are movable, but would not be usable in the new facility.

B. Trade Fixtures: These are items which are attached to the structure but are present solely for the function of the facility. These may be moved and re-installed at the replacement facility. Items in this category are eligible only for moving unless it can be shown they cannot be economically moved and/or made to meet code requirements.

C. Personal Property: Items which are not attached or otherwise part of the real property. These will be moved by the County at State expense under normal relocation procedures.

Form 734-3122

I have asked that Rodger Jarmer of our Right of Way Section get together with Bob Ellison to make this inventory. If possible, Jack Chapman should be a part of this effort. Hopefully this can be done in the near future. I will have Bob contact Jack to arrange for a convenient time.

Very truly yours,

J. B. Boyd
Right of Way Manager

RWE:jh

cc: Jack Cornwall
Bob Ellison
E. S. Hunter
Jack Sollis
Glen Green

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JUN 6 '80
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97944

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 5, 1980

In Reply Refer to File No.

Jack Cornwall
Project Architect
111 SW Oak Street
Portland, Oregon 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
Schematic Design Approval
DDC Only

NOTED
E. S. HUNTER

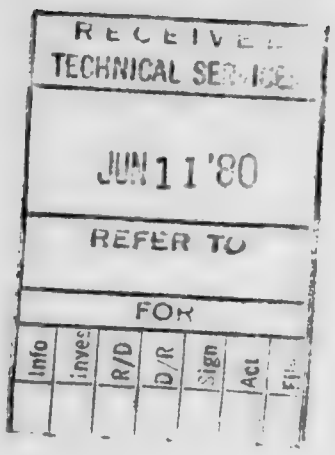
Dear Jack:

This is to verify the Schematic Design approval for the DDC portion of the Justice Center as indicated to you verbally by the State, Federal Highway Administration and County during the Project Management Team meeting of May 27, 1980.

The basic design as presented in your "Final Report - Schematic Design Phase," dated April 15, 1980, is approved with the following conditions:

1. Total construction budget for DDC shall not exceed $34 million.

2. Construction cost breakdown in accord with your May 23 presentation:



   a. Basic cost of DDC - functional replacement of Rocky Butte Jail; 430 beds @ $75,000 per bed = $32,250,000.

   b. Additional cost burdens due to downtown site location (structure parking, access ramps, loading dock in building) $1,000,000.

   c. Betterments requested by County (intake facility and others - includes $400,000 loan from State) $645,000.

   d. Total construction cost - $33,895,000.

From your information presented at the May 27 meeting, it is understood that the above budget will include the following items which were addressed in your letter of May 23:

1. Complete intake facility.

2. Kitchen not to exceed 5535 square feet including main facility plus dry food storage plus temporary storage on loading dock.

Form 734-3122

3. Library expansion to be eliminated unless County can provide funding.

4. Recreation areas not to exceed 5000 square feet outdoors and 3000 square feet indoors.

5. Sick call rooms (financed by County.)

6. Precast cell walls vs. concrete block to be bid alternate.

Information regarding approval of the City Police Headquarters and Precinct plus County Courts and Corrections will be provided in the near future.

Very truly yours,

J. B. Boyd
Right of Way Manager

Tuck Wilson, Director
~~Office of General Services~~

RWE:jh

cc: Tom Walsh
E. S. Hunter
Earl Bradfish
John McCarthy
Glen Green

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1980

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Justice Center
Kitchen Space
File 46993
FAP No. I-205-7(8)311

NOTED
E. S. HUNTER

Dear Tuck:

Your letter of March 13, 1980, submitted documentation for kitchen space in the Downtown Detention Center. The documentation, Marshall Associates Food Service Planning Study, indicates the need for 5,535 square feet of floor space including storage.

A follow-up with Marshall Associates (R. W. Ellison's memo of April 30, 1980, attached) clarifies the storage requirements including a need for 200 square feet of holding area on the loading dock.

The "Manual of Standards for Adult Local Detention Facilities," Article 5112, allows 10 square feet of kitchen area per inmate excluding food storage area. This may be reduced proportionately for larger facilities like the Justice Center. On this basis the total kitchen allowance would be as follows:

General Kitchen @ 10 sq. ft./inmate (430) inmate)	=	4300 sq. ft.
Dry Storage (per Marshall Report)	=	1000 sq. ft.
Dock Holding Area	=	200 sq. ft.
TOTAL		5500 sq. ft.

This is substantially the same as the 5535 square feet shown in the Marshall Report. A total of 5535 square feet for kitchen space is, therefore, approved including all associated storage, no matter where it is located, this includes the 1000 square feet of storage presently shown on lower level one.

The above has the concurrence of the Federal Highway Administration (see attached memo dated May 14, 1980.)

Very truly yours,

J. B. Boyd
Right of Way Manager

RWE:jh
cc: Tom Walsh
E. S. Hunter

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Sign
Act
File

Form 734-3122

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 - JAIL
Justice Center Kitchen Facility

Date: May 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Ellison's March 31, 1980 memorandum requested our approval of 5535 square feet of space for the kitchen at the Justice Center.

We have reviewed the applicable standards for space. The kitchen can have up to ten square feet per prisoner, but that should be reduced for larger populations. Storage areas would be in addition to the kitchen area. The 5535 sf requested meets these requirements and is approved.

The April 8 plans we have show a large space for the kitchen in the tower. An additional kitchen storage space is shown in the basement. We will only approve a total of 5535 sf for the kitchen, including all associated storage, no matter where it is located.

G. L. Green

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, Br)

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STATE HWY ENGR
MAY 16 '80
REFER TO
FOR
Info Invest. Ass. Dup. Sig. Act. File

9294

File

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

Highway DEPT.

378-6299 TELEPHONE

TO: File

DATE: April 30, 1980

FROM: R. W. Ellison
Project Manager R.W. Ellison

SUBJECT: Justice Center
DDC Kitchen Facility
File 46993
FAP No. I-205-7(8)311

On April 30 I called Steven Marshall, Marshall Associates (consultant to Zimmer Gunsul Frasca) regarding the dry storage area shown in his "Food Service Planning Study" dated February 10, 1980 and letter dated March 10, 1980. I asked about the narrative indicating, "dry goods will be delivered directly to the kitchen" and the possible need for additional storage in the delivery dock area. He stated there is no such thing as "direct delivery" since items being delivered are always stacked in the delivery dock area for half an hour to a half day. The actual time depends upon availability of personnel to make the transfer from loading dock to dry storage on the kitchen floor. His estimate of an adequate holding area in vicinity of the dock is 200 square feet. No other dry storage area on the dock level is required. The 200 square feet should be added to the Marshall report to make a complete food service facility.

RWE:jh

cc: Glen Green
Bruce Boyd

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The Equitable Center, Suite 100
530 Center NE- Salem, OR 97301
UNITED STATES GOVERNMENT

memorandum

Subject: I-205-7(8)311
Functional Replacement of
Rocky Butte Jail

Date: April 17, 1980

From: G.L. Green, Division Administrator

Reply to
Attn. of:

To: Mr. F. B. Klaboe, Director
Department of Transportation
Salem, OR

Your letter of March 18, 1980, requested Federal Aid interstate funding to the extent of 1% for art work for the proposed justice center.

FHWA will participate in the cost of art work up to 1% of our total contribution to the cost of construction and functionally replacing the Rocky Butte Jail. The art work is to be limited to that which is made an integral part of the downtown detention center and joint use areas of the justice center. The art work is to conform with General Services Administration criteria set forth in its chapter 15 entitled, "Fine Art". A copy of the chapter is attached.

G. L. Green

cc:
B. Boyd (ODOT)
R. Ellison (ODOT)
D.E. Swan (ODOT)
R. Bothman (ODOT Metro)
R. Pillsbury, OR DIV.

5-2
Notice to advise City for Rocky Butte Sum

RECD
DOT DIRECTOR
APR 1 '80
REPLY TO
FOR
Info | Appr | Sig | Files | Mail | Call | Note

GENERAL SERVICES ADMINISTRATION
WASHINGTON, D. C. 20405

PBS P 3410.1C
December 27, 1974

GSA ORDER

SUBJECT: Instructions to Contract Architect-Engineers

1. Purpose. This order transmits the revised HB, Instructions to Contract Architect-Engineers.

2. Cancellation. PBS P 3410.1B is canceled.

3. Applicability. The provisions of this handbook are for the use and guidance of architect-engineers (A-E) selected to perform professional services for GSA, for those architect-engineers performing as professional services contractors, and for all Public Buildings Service (PBS) organizational elements engaged in design and construction activities.

4. Nature of revision. The content of the former handbook is out of date and is revised in its entirety by the new handbook, which incorporates the latest ideas on A-E contracting in connection with policies, organization, design and awards, fine arts, construction management, laws and regulations, contract types, cost principles, fee estimates, audits, design and construction phase services, negotiations, inspection, and accident and fire prevention.

5. Availability.

a. Free distribution. Upon receipt of a justifiable request, copies of this handbook may be distributed in reasonable quantity, free of charge, to other Federal agencies, to foreign governments, and to industry representatives for information and constructive comment.

b. Sale of handbook. Requests for purchase of this handbook by individuals, organizations, or firms, that have no direct interest in the PBS design or construction program, should be referred to the GSA Business Service Center in

Distribution: P1; P2;PBØM; F; RP(1Ø,2Ø,BØ,BI); plus figure 1

Attachment

the geographical area of the request where the handbook is for sale for $1.50 a copy. Regional offices are authorized to provide needed copies of this handbook to the Business Service Centers in their areas, without charge, to support their sales activities.

6. Forms.

a. Figure 2 lists the forms referenced in this handbook. Supplies of these forms should be obtained in the usual manner.

b. Appendix C is a suggested format for transmittal statements.

W. A. MEISEN
Acting Commissioner, Public Buildings Service

TABLE OF CONTENTS

CHAPTER 15. FINE ARTS

Paragraph Titles	Paragraph Numbers
General	1
Types	2
Funding	3
Concepts	4
Fund reservation	5
Nomination and selection of artists	6
Contract	7
Review of sketches and models	8
A-E services	9

CHAPTER 15. FINE ARTS

1. General. Fine arts shall be an integral part of the design of each new Federal building. Fine arts, including painting, sculpture, and artistic works in other mediums, shall reflect the national cultural heritage, and shall emphasize the work of living American artists.

2. Types. Principal types of fine arts to be considered for inclusion in the design of public buildings include:

a. Sculpture: carved or cast work, forming a physical part of the building, to be applied or built into the building during construction.

b. Sculpture: carved, wrought or cast work, free standing or applied to the building after construction.

c. Murals: in oil, tempera, acrylic, mosaic or fresco, applied or installed after construction.

d. Wall hangings: woven tapestries.

3. Funding. Fine arts funding shall be treated as any other essential part of new Federal buildings and shall not be deleted as part of a cost-reducing expediency effort without the written approval of the Commissioner, PBS. Fine arts costs will be limited to one-half of one percent of the estimated construction cost. At the time of the architect-engineer contract negotiation, the A-E is to be advised of the fine arts requirements and funding limitations.

4. Concepts. Initial design concepts for the design of the building should indicate provision for the fine arts item(s). If the concept is approved by the contracting officer, the general location, and character or nature of the fine arts must be indicated as the drawings are developed. To be acceptable, such indication must appear no later than the tentative submittal.

5. Fund reservation. When fine arts are to be used, the

project directive must contain a reservation of funds for the item. The reservation must include all costs of the fine arts including models, carvings, basic materials, crating, shipping and insurance, installation, artists' fees, etc.

6. Nomination and selection of artists.

a. Nomination. Following the award of the construction contract, the contracting officer shall forward to the Assistant Commissioner for Construction Management (PC) all appropriate drawings and statements by the A-E's designing architect which establish the location and character of the proposed fine arts. The Chairman of the Arts Council for the National Endowment for the Arts (NEA) will be requested by the Administrator, GSA, to form a panel of qualified individuals, which in all cases shall include the A-E for the project, for the purpose of nominating three to five qualified artists/sculptors. Depending on the significance of the proposed work, artists of local, regional or national reputation will be considered for nomination from the files of the A-E, the NEA, and GSA. For this purpose, the Counselor to the Administrator for Fine Arts and Historic Preservation (AF) will maintain a roster of interested artists/sculptors supported by descriptive data and photographs of their artistic works. The list of recommended artists/sculptors shall be submitted by the NEA for review by GSA's Fine Arts Design Review Panel, composed of the Commissioner, PBS; the Counselor to the Administrator for Fine Arts and Historic Preservation; and the Assistant Commissioner for Construction Management. The Panel will make the final recommendation to the Administrator, GSA.

b. Selection. Selection of the artist will be made by the Administrator, GSA.

7. Contract. GSA will engage the selected artist directly for the fine arts work by means of a negotiated fixed-price contract.

8. Review of sketches and models. As in the case of the artist selection, GSA may seek the advice of recognized authorities in reviewing and commenting on the concepts and study models prepared by the contract artists.

9. A-E services. The necessary services, in connection with nomination of artists, reviews and recommendations of the selected artist's work during the development stages through the final installation and acceptance of the artist's work, and coordination of the A-E's working drawings and specifications, are a part of the A-E's fixed-price contract.

424 ROW 12

March 31, 1980

TO: G. L. Green, Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Rocky Butte Jail Relocation
Justice Center
File 46993
FAP No. I-205-7(8)311
Kitchen Space

Your letter of January 21, 1980 indicated several areas for which we have not reached agreement. One of these is the kitchen area.

Attached is a report dated February 10, 1980 from Marshall Associates, Food Services consultant to Zimmer Gunsul Frasca, which shows an area of 5535 square feet is required for a kitchen in the new Justice Center. As a supplement to that report, attached is a Marshall Associates letter dated March 10, 1980, which details the criteria used in determining each type of space shown in the report.

Based on the above it is requested that you approve 5535 square feet as the kitchen space eligible for federal-aid funding in the Rocky Butte Jail Replacement Project.

RWE:mk
Attachment

cc: Tom Walsh
E. S. Hunter
J. B. Boyd

bc: F. B. Klaboe
H. S. Coulter
D. H. Moehring
V. E. Skoog

NOTED
F. B. KLABOE

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DOT DIRECTOR
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3-31-80

40

THE CITY OF
PORTLAND
OREGON

BUREAU OF POLICE

CHARLES JORDAN
COMMISSIONER

B. R. BAKER
CHIEF OF POLICE

222 S.W. PINE
PORTLAND, OR. 97204

TO: Jack Cornwall
Zimmer, Gunsul Frasca Partnership

ATTN: Alice Boczkaj, Interior Department

FROM: Inspector Wayne Sullivan
Police Representative

SUBJECT: Oregon State Police Crime Lab
- Request to Input on Interior Design

I met with Captain Dingeman and Lt. Brooks, OSP, this morning to discuss the entry requirements into the Oregon State Police Crime Lab.

Captain Dingeman advised that their entry requirements are categorized as: 1) Public access - for tours and meetings, and 2) Freight access. They often have to bring large pieces of physical evidence into the lab. Items may include large safes, motorcycles and bulky items such as davenports.

The Crime Lab requirements then include a freight elevator and an oversized door into the laboratory.

I suggested the following access design, which was acceptable to Captain Dingeman. (Refer to Exhibit - 2)

1. One of the four elevators in the Police elevator bank be built to accomodate oversize items of freight.

2. That, depending on floor layout, if OSP is allocated the space shown on sketch dated 3/11/80, the public access be located at Reference Point (RP) #13 and the private entry serve as their freight access at RP #11.

Captain Dingeman requested to be notified as soon as their floor and floor section is allocated (shape, relation to corridor, etc.). They, wish to prepare functional - relationship sketches of how they believe the space would best serve their needs and wish to discuss their operation with the Interior Department before the design stage.

WLS/cht
enc.
cc: Alice Boczkaj - ZGF, Interior
Earl Bradfish, General Services
Captain Dingeman, OSP Crime Lab

JOB NO. 6027-03
JUSTICE CENTER

OCTOBER 30, 1980

OSP CRIME LAB
ESTIMATED COSTS TO RELOCATE FROM POLICE STATION TO JUSTICE CENTER

Estimate is divided into three parts:

1. Costs carried in Police Base Building Direct Construction Cost for rough-in only for HVAC, fire protection, plumbing and electrical.

2. Cost of new architectural mechanical and electrical construction.

3. Cost of disconnecting existing casework and mechanical and electrical equipment, relocating to new building including modifications to fit new space and re-installation including mechanical and electrical hookup.

---

1. Mechanical and electrical rough-in (carried in Base Building Estimated Direct Construction Cost). Based on 7,200 square feet of unfinished space.

HVAC Rough-in	$ 36,000		
Fire Protection (low hazard)	3,600	only item with perimeter	
Building Plumbing	-0-		
Lab Plumbing Rough-in	4,000		
Lab Ductwork Rough-in	20,000		
Electrical Rough-in	6,480		
SUBTOTAL		$ 70,080	
Escalation 6%		4,200	
		$ 74,280	
General Conditions and Fee 10.5%		7,800	
		$ 82,080	
Contingency 2.8%		2,300	
TOTAL		$ 84,380	in budget up to perimeter walls

2. Cost of New Construction

State agreed to provide within negotiated max budget $109,000 (cost of normal office space).
? costs questioned
** tenant improvement not normal to Real property transactions.

ARCHITECTURAL

CMU (test fire, narcotics and gas storage)	$ 11,078 ?	
Secure Wall at Evidence Storage	4,080 ?	
Ceiling Height Partitions	11,620 ?	
Furred Walls	1,800	
Folding Partition	2,000	
Relights	1,404	
Paint	3,213	
Standard Doors	6,545 ?	
Secure Doors	1,950 ?	
Bullet-Resistant Doors	4,000 ?	
Explosion-proof Doors	2,000 ?	
Ceilings	6,750	
VAT Floors and Base	5,142	
Ceramic Tile & Base	522 ?	
Carpet	3,466	
New Casework	15,000 ?	
Electronic Security	3,560 ?	
Miscellaneous	3,270	
Design Contingency	10,000 ?	
TOTAL ARCHITECTURAL		$ 97,399

MECHANICAL FINISH WORK

HVAC	$ 36,000 ?	
Fire Protection (hoods)	4,320 **	
Cabinet Unit Heaters in Drying Room	950	
Additional Sink at Lunch Room	1,100 ?	
Floor Drains at Test Fire and Drying Room	1,800	
Air Compressor	1,000 **	
Lab Hood Exhaust Ducts	7,200 **	
*Bench Connections	11,000 **	
*Hood Connections	2,000 **	
*Bench Gases	8,500 **	
*Natural Gas	4,000 **	
TOTAL MECHANICAL FINISH WORK		$ 77,870

ELECTRICAL FINISH WORK

Lighting and Power	$ 75,312 ?	
TOTAL ELECTRICAL FINISH WORK		$ 75,312

*Question whether these are "construction" or "moving" costs.

SUBTOTAL ARCHITECTURAL, MECHANICAL & ELECTRICAL		$250,581
Escalation 6%		15,035
		265,616
General Conditions & Fee 10.5%		27,890
		293,506
Contingency 2.8%		8,218
TOTAL		$301,724

3. Disconnect, Move, Reconnect

Electrical Disconnects	$ 1,470 **
Electrical Reconnects	1,470 **
Plumbing Disconnects	1,400 **
Disassemble, Reassemble Casework	2,800 **
Rework Existing Casework to Fit & New Resilient Base	12,000 **
	20,000 **
SUBTOTAL	$ 39,140
Escalation 6%	2,300
	41,440
General Conditions & Fee 10.5%	4,400
	45,840
Contingency 2.8%	1,300
TOTAL GENERAL CONTRACTOR	$ 47,140

Moving Costs:

Lile Quote, Straight Time, Single Move, Today's Cost	$ 5,300	
Labor Escalation to 1983 (assume 20%)	1,060	
TOTAL MOVING COSTS		$ 6,360
TOTAL		$ 53,400

JC:db

cc: Master File, Routing

March 18, 1980

CON 21

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Glen:

The copy of the enclosed letter, signed by officials of the City of Portland and Multnomah County, requests participation in funding art for display in the proposed Justice Center.

I request your concurrence that Federal-aid Interstate Funds are eligible for one percent participation for art funding.

Sincerely,

F. B. Klaboe
Director

ENC.

DES:pf fn

bc H. S. Coulter
D. H. Moehring
Jack Sollis
Bruce Boyd
R. N. Bothman

March 5, 1980

Mr. Fred B. Klaboe
Oregon State Department
of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In the effort to make the proposed Justice Center a positive addition to the Downtown Mall area, both Multnomah County and the City of Portland have dedicated 1 percent of their total contribution to the purchase of art for display in the building. In spite of difficult fiscal times local governments face, we felt the importance of the site and our responsibility to the region required that expenditure.

The State of Oregon has legislative policy that requires a 1 percent for art expenditure be part of public construction projects. The federal government also has a policy encouraging a 1 percent for art funding. Since both these entities are involved in the Justice Center project, with the majority of the funding coming from the federal government, we are hopeful that similar art funding is possible from the state and the federal participants in the project.

We are writing to request you pursue this matter at both levels of government. We offer our assistance in any way that is helpful. Specifically, we need to know whether or not conventional Interstate financing being used to relocate the Multnomah Correction Facility and associated with the Interstate 205 Project is eligible for 1 percent for the Arts. We feel a responsibility to make the Justice Center a useful and attractive addition to Portland.

Thank you for your consideration.

Sincerely,

Mayor Connie McCready

County Executive Don Clark

Commissioner Earl Blumenauer

MA PDM PDE TSE SPC
ODOT - METRO

MAR 14 1980

AMS PPS X PPC FILE J/A

County backs art allocation

By KATHIE DURBIN
of The Oregonian staff

In a rare show of unanimity, the Multnomah County Board of Commissioners gave its blessing Thursday to a resolution committing the county to allocate 1 percent of construction or remodeling costs in most county buildings for art.

Over the objections of Commissioners Dan Mosee and Gordon Shadburne, the board also approved five new appointments and one reappointment to the Economic Development Advisory Committee.

Mosee voted against five of the six and Shadburne against two on grounds that more of the appointees should have stakes in the economic life of unincorporated East Multnomah County.

Only two of the appointees, who were chosen by County Executive Don Clark, live in east county. Commissioner Dennis Buchanan, who heads the development commission, said that with the new appointees, seven of the 15 members would be east county residents.

The commission will be involved in implementing the proposed urban renewal ordinance which will target areas of the unincorporated east county for improvements.

Named to the commission were Portland historian and writer E. Kimbark MacColl, 2620 S.W. Georgian Place; developer Sam Naito, 4830 S.W. Fairview Blvd.; management consultant Patrick Borunda, 1822 N.W. 22nd Place; clothing store owner James Harris, 1907 N.E. Ridgewood Drive (a reappointment); Tektronix Inc. manager Sandra Lowe, 16911 N.E. Oregon St.; and Portland Police Bureau administrator Capt. Norm Reiter of Corbett.

The "1 percent for art" issue first was raised when the board reviewed plans for the downtown Justice Center and decided to dedicate 1 percent of the county general fund contribution to the project — some $50,000 — for art acquisitions there.

Other funds seen

Commissioner Earl Blumenauer said his talks with officials of the state and federal agencies which have large investments in the building indicate there is a chance that they, too, may dedicate funds to art in the Justice Center.

The ordinance, which received its first reading and will be up for final approval next week, commits the county to providing art in "all county buildings except service facilities not normally visited by the public, such as maintenance sheds, bridges and similar structures." Projects with a construction cost of less than $50,000 are exempt.

Portland artist Mike Russo, however, urged the board not to exclude bridges from the ordinance.

"Too often bridges are mechanical monsters," he said. "They should be works of art, places where people can walk and relax." He said in European cities bridges were regarded as public art works.

Donald Jenkins, director of the Portland Art Association, called the county ordinance "a really breakthrough measure for the Portland area."

"So much of what you have to do is address practical matters that are pressing today but soon forgotten," Jenkins said. "You have the opportunity here to build an enduring legacy for Portland and the metropolitan area."

Rachael Griffin, a Portland writer and art consultant, called the ordinance "a heart-warming statement" and said any resistance to it probably would stem from misconceptions of what art is.

"Art can be humorous, it can be play sculptures for children, fine-patterned paving or stained glass," she said. "It makes us feel less anxious and more

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of The Oregonian staff

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"Art can be humorous, it can be play sculptures for children, fine-patterned paving or stained glass," she said. "It makes us feel less anxious and more reasonable."

Portland developer Bill Naito testified that art also is very good for business. He said tourists are attracted to Portland by Artquake and the sculptures on the transit mall.

9341

ROW 12 46993

February 20, 1980

Jack Cornwall
Project Architect
111 SW Oak Street
Portland, OR 97204

RE: Rocky Butte Jail Relocation
Justice Center
File 46993
FAP No. I-205-7(8)311
OSP Crime Lab.

Dear Jack:

The attached letter from Earl Bradfish indicates that his negotiations with the Oregon State Police have been completed and that the crime lab will be a part of the Justice Center. That space is to be included in the planning for the Justice Center.

Very truly yours,

R. W. Ellison
Project Manager

RWE:mk
Attachment

cc: Earl Bradfish
John McCarthy-w/attach.

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL
SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4081

February 14, 1980

Mr. R. W. Ellison, Project Manager
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Bob:

SUBJECT: Oregon State Crime Lab - City County Justice Center

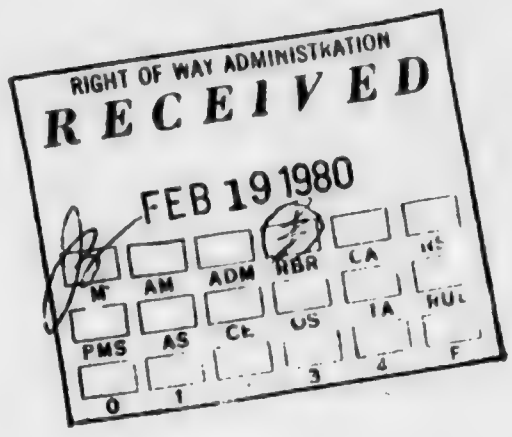
The City and Oregon State Police have reached a tentative agreement of the lease of Police Facility space in the City/County Justice Center to the State for use by the Oregon State Crime Lab. Based on this understanding, please advise the architects that Portland Police Facility space requirements shall continue to require 6,800 net square feet for Oregon State Police Crime Lab use as indicated in the January 7, 1980 Justice Center Report.

Very truly yours,

Earl Bradfish
Director

EB:en

cc: Commissioner Jordan
Commissioner Ivancie
Stan Baumhofer
Tuck Wilson
Capt. Dingeman



JHL

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

46993

TRANSMITTAL NOTICE

Walker McGough Foltz Lyerla
P.O. Box 1482
Spokane, Washington 99210

Attn: Art Nordling

DATE: January 14, 1980

PROJECT NO. 6025-03

PROJECT: Justice Center - Police

TRANSMITTED HEREWITH:

NO. OF COPIES	DATED	TITLE
1	1/4/80	Earl Bradfish letter re: Crime Lab with attachment

Crime Lab to be 6780 n.s.f.
(F)

REMARKS:

For your use.

NOTED
J. B. BOYD

Hand delivered
1/14/80
K.W. Ellis

cc: Bob Ellison/with enclosure
Margie DeBolt/with enclosure
Carl Freeze/with enclosure

IF ENCLOSURES RECEIVED ARE NOT AS LISTED ABOVE, KINDLY NOTIFY AT ONCE.

MASTER FILE
ROUTING
hb

BY Jack Cornwall, Associate Partner

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL
SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4081

January 4, 1980

Mr. Jack Cornwall
Zimmer,Gunsul,Frasca,Partnership
111 S. W. Oak Street
Portland, Oregon 97204

Dear Jack:

SUBJECT: City/County Justice Center, Oregon State Police Crime Lab

I have provided Capt. Roger Dingeman with a copy of the Walker, McGough Report on the Police Space Requirement of December 17, 1979 for his review as it relates to the Oregon State Police Crime Lab. This report shows that the net square feet of space required for the Crime Lab is 8,140 which is in contrast to the 6,780 net square feet shown in the previous reports. After reviewing this material, Capt. Dingeman indicated that the original figure of 6,780 net square feet is adequate for their needs. Accordingly, the Portland Police space requirements should be adjusted to reflect Capt. Dingeman's request.

Very truly yours,

Earl

Earl Bradfish
Director

EB:en

cc: Commissioner Jordan
Commissioner Ivancie
Wayne Sullivan
Al Staley
Bill Rhodes

PORTLAND PUBLIC SAFETY BUILDING
City of Portland

UNIT: Oregon State Police Crime Lab

Function	Occupancy	Type	Number	Net Area
Director	1	P	1	180
Lieutenant	1	P	1	150
Clerks/Files/Duplicating	4	O	1	400
Supply Storage		O	1	50
Reception	10	O	1	150
Chemical Lab	3	P	1	1600
Instrument Room	3	P	1	800
Serology Lab	2	P	1	240
Physical Evidence Lab		P	1	1000
Evidence Drying Room		P	1	120
Evidence/Gun Storage		P	1	400
Document Examination	2	P	1	150
Lab Supplies		P	1	150
Bullet Trap	1	P	1	200
Work Shop	2	P	1	240
Technical Library	10-15	P	1	300
Lockers		P	2	450
Lounge/Lunchroom	8-10	P		200
				6780

Discussion:

Laboratory function requires individual rooms proportioned to optimize laboratory counter work space. All laboratory casework and fume hoods, gas and other special utilities will not be included in this contract. Provide hot and cold water, drain and electrical power. Security and controlled access to the laboratory suite is an important consideration.

4993

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL
SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4081

MEMO

December 18, 1979

TO: Bruce Boyd, Right of Way Manager
Department of Transportation

FROM: Earl Bradfish, Director
Office of General Services

SUBJECT: State Crime Lab

I mentioned at today's meeting that we had been in contact with the Oregon State Police to determine if they would be able to move the State Crime Lab from Portland Police Headquarters to the new City-County Justice Center. Enclosed is a copy of my letter to Commissioner Jordan describing my meeting with Captain Dingiman. Also enclosed is a copy of the Police Facility Space Program and Budget referred to in my report. I believe you have copies of the other documents.

It would be helpful if you could assist the State Police in making a decision in this matter.

EB:en
Encls.

RIGHT OF WAY ADMINISTRATION
RECEIVED
DEC 20 1979
AM ADM CA RS
AS CE OS TA RUE
0 1 2 3 4 F

1/2/80
Discussed with John Williams OBP need for upgrade Lease Instructions

THE CITY OF
PORTLAND
OREGON

MEMO

December 3, 1979

OFFICE OF
GENERAL
SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4081

TO: Commissioner Jordan

FROM: Earl Bradfish, Director
Office of General Services

SUBJECT: City-County Justice Center, Oregon State Crime Lab

The Metropolitan Oregon State Crime Lab is presently located in the Police Facility at 2nd & Oak. In all our planning for moving the Police Facility to the Lenox Block, we have assumed that the Oregon State Crime Lab would be included in that move. On Friday, November 30, 1979, I met with Capt. Dingiman and Lt. Richard Brook who are responsible for the Crime Lab in Portland. I provided them with copies of the land exchange agreement between the City of Portland, Portland Development Commission, and Multnomah County which established the site for the City-County Justice Center; a copy of the agreement between the City of Portland and the State Department of Transportation, Highway Division for design and construction of a Police Facility in the City-County Justice Center; a copy of the report recommending a Police Facility space program and budget which was adopted by the City Council on November 1979; and a copy of the Police Facility program prepared by Dielschneider Associates.

I informed Capt. Dingiman and Lt. Brook that we had assumed the State Crime Lab would be part of the Police Facility move based on our previous conversations with Peter J. Meany, Executive Assistant to the Superintendent of State Police. I indicated that the City greatly benefited by the co-location of the Crime Lab and the Police Facility and that we had great hopes that the Crime Lab would be included in the new facility. I pointed out our estimated cost to the State and indicated that it was essential to know of its intent within the next two months.

Capt. Dingiman indicated that he felt he could give me a reply within the time requested.

EB:en

cc: Commissioner Ivancie
Mayor McCready
Inspector Sullivan
Al Staley

9594

VICTOR ATIYEH
GOVERNOR

Department of State Police

PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

February 19, 1980

Mr. Earl Bradfish, Director
Office of General Services
Room 400, City Hall
1220 SW Fifth Ave.
Salem, OR 97310

Dear Mr. Bradfish:

Per your acceptance of the department's offer, the department intends to rent 6,800 sq. ft. of space for the State Police Crime Laboratory in the new City-County Justice Center at .80¢ a sq. ft. per month for a five year period. The rate for the space will be renegotiable each five years thereafter with a minimum of 3 renewals available to the department.

Sincerely,

John C. Williams
Superintendent

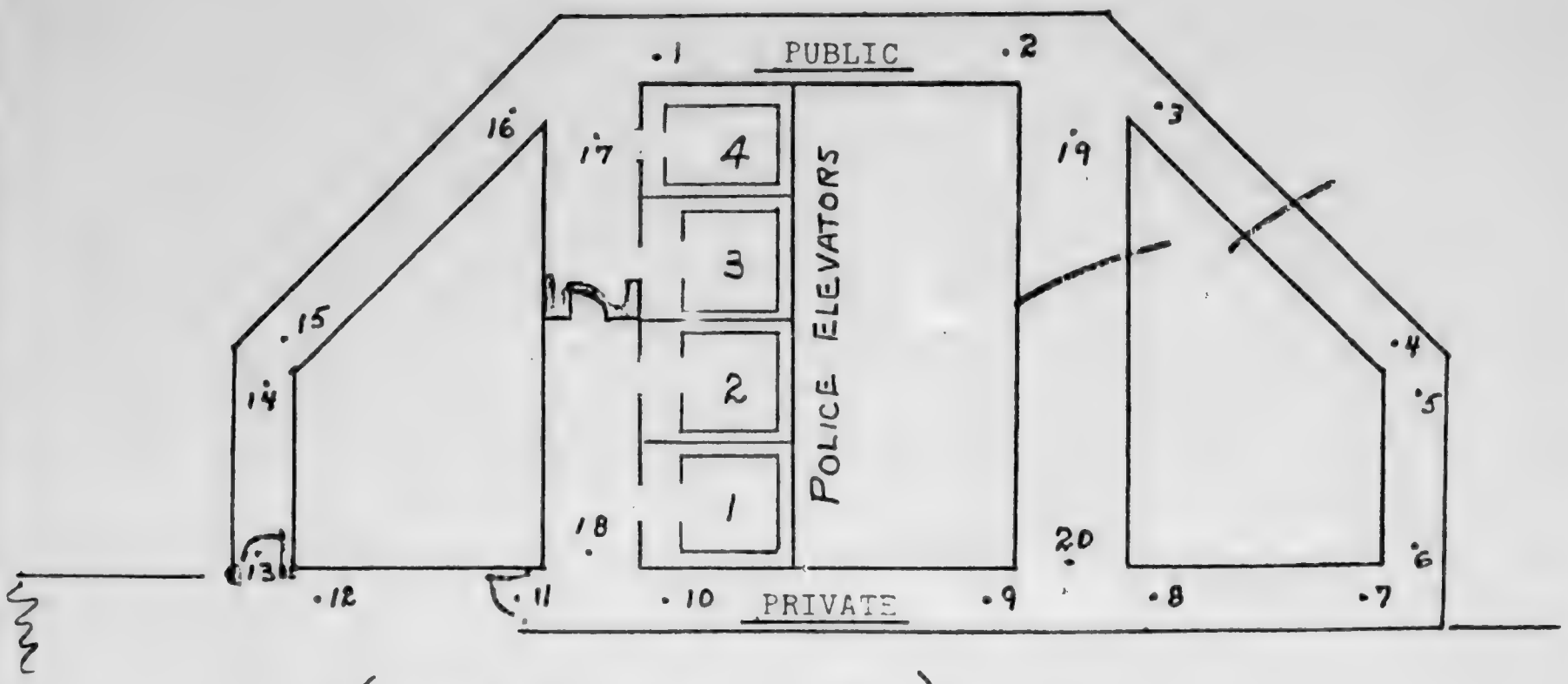
by

William R. Seibert, Administrator
Administrative Services Division

WRS:gg
cc: Mr. Fred King, Administrator
Property Division,
Dept. of General Services
General Services Building
Salem, OR 97310

EXHIBIT - 2
OSP Crime Lab

Corridor
REFERENCE POINTS



(OSP Crime Lab)

WLS
3-21

9294

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

Subject: Oregon Project I-205-7(8)311 JAIL
Conceptual Phase Completion

memorandum

Date: February 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coutler, State Highway Engineer

Mr. Ellison's February 5, 1980 memo requested our approval of the general concept of the building and general floor space program for the Detention Center and concurrence that the architect proceed with the schematic study phase.

The general configuration of the building is approved. The specific floor space areas are not approved. Our letter of January 21, 1980, lists areas that we approve and also areas that we have questions about. We concur in the architect proceeding to the schematic study phase.

We are concerned that the configuration (footprint) of the building may yield more square feet than we will approve. We assume the questions we raised at a meeting with Mr. Boyd and Mr. Ellison February 1 will resolve these concerns.

Our concern is primarily that we receive a good functional building for the least cost. We have some specific concerns about details of the initial drawings as were related to the architect in Spokane February 7 and 8. As we found at that time, nothing was fixed regarding space or location. But it must be remembered that our participation will be limited to a pre-determined number of square feet.

for G. L. Green

cc:
OSHD (J B Boyd)
(R W Ellison)

RECEIVED
STATE HWY ENGR
FEB 15 '80
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 5, 1980

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 SW Fifth Avenue
Portland, Oregon 97204

RE: Justice Center
Conceptual Phase
Completion
File 46993
FAP No. I-205-7(8)311

Dear Mr. Bradfish:

By letter of January 30, 1980, Jack Cornwall of Zimmer Gunsul Frasca sent you a copy of "Final Report, Programming and Conceptual Phase, Justice Center." The report indicates the work performed in the Conceptual Phase, outlines the floor space needs and presents the general configuration of the building selected by the Project Management Team.

Your recent letter indicated the City's informal approval of the Conceptual Phase. In order to complete this record, the City's formal approval of the general concept of the building and general floor space program plus concurrence that the Architect proceed with the Schematic Design Phase is requested.

Very truly yours,

R. W. Ellison, P.E.
Project Manager

H. S. COULTER

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:jk

cc: Tom Walsh
H. S. Coulter
E. S. Hunter

Form 734-3122

1314

ROW

STATE OF OREGON

INTEROFFICE MEMO

Transportation
DEPT.

37-86299
TELEPHONE

TO: R. W. Ellison, P.E.
Project Manager

DATE: February 6, 1980

FROM: J. B. Boyd, Manager
Right of Way Section

SUBJECT: Conceptual Phase Completion
Justice Center
Rocky Butte Functional Replacement
File 46993
FAP I-205-7(311)
East Portland Freeway

NOTED
E. S. HUNTER

I have reviewed the Final Report, Programming and Conceptual Phase, Justice Center, prepared by Zimmer-Gunsul-Frasca Partnership. This is dated January 22, 1980. It appears from my review that this represents the space program and building concepts selected by the project management team.

The State approves the concept as presented with the following listed exceptions. This approval is made in order that the architect may proceed with the next phase of the work. The reservations are as follows:

1. The total net square feet of floor space (106,291 net square feet-FR) shown on Page 3, III A-2, as functional replacement, is 455 square feet in excess of the total shown in the County/State agreement dated March 26, 1979. This should be corrected.

2. The lobby allowance of 3,190 gross square feet shown as functional replacement on Page 3, III-1 of the final report does not appear to be explained. I am not in agreement that this is eligible for functional replacement or if it is, that functional replacement should bear more than its proportional share of the lobby as it relates to court rooms, police, etc.

3. All work for County facilities, other than the functional replacement, and all City facilities must be within the City and County financing capabilities. The State and Federal Highway Administration have not agreed to finance anything except the functional replacement of Rocky Butte Jail. The State has agreed to assist with the financing of a part of the intake release center expansion as indicated in the existing County/State agreement.

RECEIVED
TECHNICAL SERVICES
FEB 7'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4. The Rocky Butte Jail replacement must be a functional facility suitable for the purpose intended at a reasonable cost, as it relates to other comparable facilities. The County and City have expressed concerns about the economics and costs of their facilities. State and Federal Highway Administration have similar concerns.

JBB:jc

cc: Tom Walsh
E. S. Hunter
G. L. Green
Tuck Wilson
Earl Bradfish

NOTED
E. S. HUNTER

February 5, 1980

Jack Cornwall
Project Architect
111 SW Oak Street
Portland, Oregon 97204

Re: Rocky Butte Jail Relocation
Justice Center
File No. 46993
FAP No. I-205-7(8)311
Additional Court Rooms

Dear Jack:

Tuck Wilson has informed me that the number of County court rooms to be incorporated in the Justice Center is as shown in the Conceptual Phase Final Report. The additional court rooms which have been the subject of recent discussions should not be included in the building design.

He also indicated that the sum of $50,000 for art work should be added to the budget as a line item.

Very truly yours,

R. W. Ellison
Project Manager

RWE:mk

cc: Tom Walsh
E. S. Hunter
Glen Green
Tuck Wilson
John McCarthy

RECEIVED
TECHNICAL SERVICES
FEB 5 '80
REFER TO
FOR
Info | Invest | R/D | O/K

9214

ROW 12

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: Rocky Butte Jail Relocation
Justice Center
File 46993
FAP No. I-205-7(8)311
Conceptual Phase Completion

By letter of January 30, 1980, Jack Cornwall of Zimmer Gunsul Frasca, sent you a copy of "Final Report, Programming & Conceptual Phase, Justice Center". The report indicates the work performed in the conceptual phase, outlines the floor space needs and presents the general configuration of the building selected by the Project Management Team.

Your approval of the general concept of the building and the general floor space program for the detention center, plus concurrence that the architect proceed with the schematic design phase is requested.

RWE:mk

bcc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

Noted
H. S. COULTER

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9294

MULTNOMAH COUNTY OREGON

DEPARTMENT OF JUSTICE SERVICES
ROOM 809, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3701

DONALD E. CLARK
COUNTY EXECUTIVE

January 31, 1980

Mr. R. W. Ellison, P.E.
Project Manager
Department of Transportation
Highway Division, State of Oregon
Transportation Building
Salem, Oregon 97310

Dear Bob:

Re: Justice Center Space Program and Conceptual Design

Please know that, subject to minor amendments to be discussed at our February 6th meeting, Multnomah County approves the Space Program and Conceptual Design for the Justice Center Building as reflected in the Facilities List and Net Space Program (2d draft dated January 7, 1980) submitted by the project architects.

Very truly yours,

TUCK WILSON, Director
Department of Justice Services

TW/MBP/vcg

cc: Donald E. Clark
Zimmer, Gunsul Frasca Partnership
Earl Bradfish
Bruce Boyd
M. Brian Playfair

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB - 5 1980
M AM ADM RBR CA RS
PMS AS CE OS TA RUE
0 1 2 3 4 F

924

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Jail - County/State Agreement Covering Project Management of the Downtown Detention Center dtd 11-5-79

Date: December 12, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Swan's letter of December 5, 1979 forwarded two executed copies of the above-mentioned agreement. I am returning one approved copy of the executed agreement which is subject to the limitations set forth in my Memorandum of Record dated December 5, 1979.

My Memorandum of Record provides an answer as to FHWA's position concerning Mr. Chidsey's letter of October 8, 1979 regarding demolition and relocation expense.

G. L. Green

Attachment:
Approved Copy of Agreement - to D E Swan

cc:
D E Swan, Proj Mgmt
J B Boyd, R/W
R W Ellison, Br
J Chidsey, R/W

RECEIVED
STATE HWY ENGR
DEC 13'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

.HE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
Functional Replacement of Rocky Butte Jail
Advance Copy of County/State Downtown Detention Center Project Management Agreement

Date: December 5, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HDA-OR

To: Memorandum of Record

On Thursday, November 29, I met with Messrs. Tom Walsh, Oregon Transportation Commission member, and J. B. Boyd, OSHD Right of Way Engineer, to discuss remaining issues between the State and FHWA which needed to be resolved. The issues related to level of Federal participation in the jail.

After considerable discussion, it was agreed that estimates would be determined for four kinds of space:

1. Jail space, Federal participating
2. Jail space, nonparticipating
3. County courts
4. City police facilities

These estimates would be refined up to the point where bids would be taken and at that point the percentage for each of the above four kinds of space would be determined. (If necessary, the State and FHWA could utilize a consultant to verify the estimates.) These percentages would then be used to assess costs for the demolition of the existing buildings on the Lenox property, architect's fee, construction manager's fee, State's engineering costs, and actual construction of the building. An estimated percentage may be used for progress payments in the interim. It was agreed that participation in change orders or extra work orders would be evaluated on a case by case basis, based on whether the change or extra work related to the participating jail space or not. Robert Pillsbury will be the lead in determining FHWA participation.

It was agreed that the State and FHWA would evaluate the design as it progresses and resolve questions which we have previously raised in memorandums concerning level of participation and scale of various design features. Robert Pillsbury will closely follow the design and with Bob Ellison, OSHD, will identify those functional areas which we have questioned, ensuring that agreement is reached concerning acceptable design for participation.

If a portion of the cells is constructed at a center for sentenced offenders (CSO), Federal participation will be based upon the actual

cost of constructing these units at the CSO, but not to exceed what the cost would have been to construct them at the downtown facility. The unit to be considered in the limiting figure will be a housing unit (module) consisting of cells, dayroom, dining room, on-floor exercise space, visiting, and control. It will not include costs for ancillary space.

I agreed that Federal funds would participate in the extra cost of maintaining the potential to pull out floors to shift to the CSO. I believe this is appropriate, as the tight time schedule, which requires design prior to a regional jail decision, is due to the time frame on I-205.

The above items were agreed to by Messrs. Walsh and Boyd and myself and will be the basis for determining State-Federal participation.

G. L. Green

cc:
Commissioner Walsh
OSHD (Mr Boyd)

Green:nig

1211

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 26, 1979

Mr. George Yurkovitch
Auditor
Room 202, City Hall
Portland, Oregon 97204

RE: City Justice Center Agreement
City/State
File 46993
Project I-205-7(8)311
N.E. Glisan-N.E. Siskiyou Section
East Portland Freeway

MISC. CONTRACTS and AGREEMENTS No. 5439

Dear Mr. Yurkovitch:

We are returning to you two copies of the above subject agreement fully executed by the State Highway Engineer, Mr. Scott Coulter. This agreement has been approved by Chairman Anthony Yturri of the Oregon Transportation Commission as of November 5, 1979.

The success of this project depends heavily on the cooperation of all parties. The Department of Transportation appreciates the cooperation shown by the City in this effort and we will do all in our power to make this an outstanding project for the City of Portland.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jk
enclosures
cc: Chairman Yturri
Tom Walsh
Tuck Wilson w/attach.
F. B. Klaboe
H. S. Coulter
E. S. Hunter
Cecil Head w/attach.
Bob Ellison

NOTED
C. W. HEAD

Form 734-3122

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The Oregon Division - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte
Jail - First Draft -
Portland Police Headquarters

Date: October 9, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager Boyd's letter of October 2, 1979 forwarded a copy of a first draft of an agreement between the State and City for the design and construction of the City of Portland Police Headquarters Justice Center.

The proposed agreement is a matter between the State and City because Federal funds cannot participate in any portion of the costs involving City facilities.

However, I wish to comment on several items as follows:

1. Item 9 of Article I, states "The demolition of the existing building and site preparation on the Lenox Block will be eligible as functional replacement." As indicated to you in my letters of August 10, 1979 and September 18, 1979, FHWA will participate in the cost of the demolition and relocation on the basis of the County's allocated functional replacement space in the total building. The balance of such costs will be nonparticipating.

2. The State is assuming the responsibility for handling the entire project for both the County and City. Any costs incurred that do not relate to eligible functional replacement items would be nonparticipating. This would include the cost of State personnel engaged on the project for items other than functional replacement funding. The State should set up appropriate prefixes.

G. L. Green

cc:
OSHD (J B Boyd)
(J Chidsey)
(F Lowe)
(Proj Mgmt)
(Accounting)

RECEIVED
STATE HWY
OCT 11 '79
REFER TO
Boyd
FC
Info
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Ret
File

1981 Justice Center, Phase 3 9294
in Portland

Dedication

4294

ROUGH DRAFT SPEECH FOR PETER BRIX
DEDICATION OF JUSTICE CENTER
OCTOBER 16, 1983

Good afternoon. Today is the dedication of a highly unusual project for the Oregon Transportation Commission.

When I was first appointed to the Oregon Transportation Commission, July 1, 1976, I immediately began to hear of the Highway Division's activities in the functional replacement of Rocky Butte Jail. The thought that the Highway Division would be involved in this unusual undertaking was a little difficult to understand. As I became familiar with the project and the benefits that were accruing to the Portland Metropolitan area by the completion of I-205, it became apparent that this project, even as large as it may be, was merely a keystone in the development of a highly vital transportation network in the Portland Metropolitan area. The benefits of I-205 are now being felt daily by the improved traffic flows on the Interstate Bridge and the improved service to the East Portland area. The Justice Center, even though remote to I-205, is part and parcel of the project.

The real beginning of this project took place in September of 1974 when Multnomah County was notified of the intent to acquire a portion of the Rocky Butte Jail site. From this time on many individuals throughout the Federal and State governments, Multnomah County, and the City of Portland, have infused their expertise and design capabilities into this unusual structure. It has required the cooperation and efforts of many representatives of these bodies of government. It has also included the voluntary contributions of citizens interested in the criminal justice system who served on the committees that worked on the programs finally cast in concrete in this structure.

The services of the architectural firm of Zimmer Gunsul Frasca and the management capabilities of our Construction Manager, Turner Construction Company, were of outstanding help. Three fine contractors, Wagner Construction Company, San Francisco; Todd Building Company, Roseburg; and Hoffman Construction Company, Portland, all served the project and made great contributions to its success. Included with these contractors, of course, are the many subcontractors, craftsmen and material suppliers that must offer their talents to any project of this magnitude. The Oregon Transportation Commission is grateful to all that have lent their support and expertise to finally completing this structure that will serve the citizens of the Portland Metropolitan area for many years to come.

We wish to mention at this time the Former Chairman of the Oregon Transportation Commission, Mr. Glenn Jackson, who gave his strength and support in many aspects of this project, and to Mr. Fred Klaboe, Former Director of the Department of Transportation who gave leadership and made agreements, without which a project such as this, could not come to fruition.

I thank you.

1294

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.: CON 21

June 22, 1983

NOTED
H. S. COULTER

The Honorable Mark O. Hatfield
United States Senator
322 Hart Senate Office Building
Washington, D. C. 20510

The new Justice Center in downtown Portland is nearing completion, and a committee is at work planning dedication ceremonies.

The first task the committee has set for itself is to engage a speaker whose credentials are commensurate with the importance of the occasion, someone whose stature and position involve a natural tie with the concept and principles underlying the Justice Center.

The committee believes that you are the exact person around whom the several events being planned could be focused. Your deep personal involvement with the federal funding for the Justice Center, of course, provides an even closer link.

At this point three events are planned: a black tie dinner, hosted by the Oregon State Bar on Friday evening, October 14; a reception and open house for those who will be working in the Justice Center on Saturday, October 15; and a dedication ceremony, followed by a public open house on Sunday afternoon, October 16.

The extent of your involvement in all three events could be negotiated, to coincide with your schedule, but your participation would be important in the Friday evening banquet and the Sunday afternoon dedication ceremony. You would be the featured speaker on both those occasions.

On behalf of the committee, which represents the State of Oregon, the City of Portland and Multnomah County, we earnestly hope you will accept our invitation.

Fred D. Miller
Director

bc H. S. Coulter
George Bell

GB: fn

cop ASHES 7/1

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STATE HWY ENGR
JUN 23 '83
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FOR
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731-0188

9224 Dedication
-Sp

May 10, 1983

CON 21

The Honorable Elizabeth Dole
Secretary of Transportation
U. S. Department of Transportation
400 7th Street, SW.
Washington, D. C. 20950

During October 15-17, 1983, the new 16-storeyJustice Center in downtown Portland will be dedicated. I am writing to invite you to participate in the dedication activities, and to be the principal speaker at one or two of the main functions.

The Justice Center is a remarkable facility that embodies the most advanced concepts in corrections and justice systems. The entire range of services, from intake and booking to trial and pre-sentence investigation, for example, are available within the building.

The Federal Highway Administration paid 92 percent of the cost of the Justice Center, which constitutes a "functional replacement" for Rocky Butte Jail, a Multnomah County correctional facility that was in the path of the recently completed I-205 freeway.

Because dedication of the Justice Center will be such a singular event, the planning committee determined to find a speaker of truly national stature who could provide a compelling focus for the occasion. This letter to you is the result of the committee consensus.

If this invitation is of interest to you, and the dates coincide with your schedule, we will be happy to work with you and your staff in whatever way we can to make your trip to Oregon a memorable and pleasurable experience.

Fred D. Miller
Director

bc Eldon Green
Dale Wilken

bc George Bell
H. S. Coulter

GB: fn

9294+ Dedication
-5r

May 6, 1983

PUB 10-1

Bob Oliver
Assistant to the Governor
254 State Capitol
Salem, OR 97310

Dear Bob:

The new Justice Center in downtown Portland is nearing completion, and a committee is at work planning dedication ceremonies. The weekend of October 15-17 has been selected as the time for the opening activites.

Specific events have been planned as follows:

Formal Dinner: The Oregon State Bar will host a "black tie" dinner Friday evening, Oct. 15, for members of the Bar. By invitation only.

Open House: The Bar is also arranging an Open House on Saturday, Oct. 16, for all those who will be working in the Justice Center once it becomes operational.

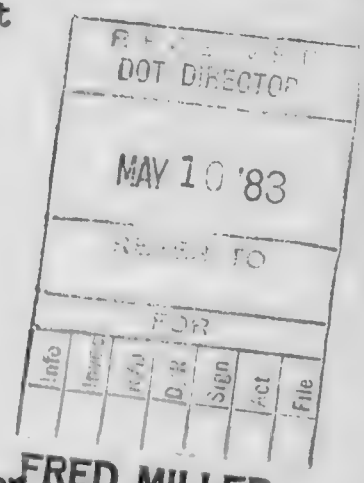
Official Dedication: State, City and County officials will gather early Sunday afternoon, Oct. 17, for brief dedication ceremonies, followed by a public Open House. Guided tours will be conducted.

The planning committee asks your assistance in providing two lists: the top-level executives who should be present at the Sunday dedication ceremony, and secondly, other employees who should receive an invitation to attend the Open House later in the afternoon.

In addition, please be sure to reserve Oct. 17 on the calendars of those executives whom you decide should be present at the dedication ceremony.

At your earliest opportunity, please send your lists to me at: Room 103, Department of Transportation, Salem, OR 97310. My phone is 378-6546.

The committee appreciates your cooperation and assistance in preparing for this significant event.



similar letter sent to City of Portland, Multnomah County, Supreme Court Adm., Attorney General, Dept. of Human Resources

Sincerely,

George H. Bell, Assistant Director
Intergovernmental & Public Affairs

1981 Polallie Cr.-Cooper Spur 9295
Detour Sec. on Cooper Spur Rd.
(Grading and paving)

9241 jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Hood River	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1/5/88	T. P. Lowe, Area Engineer	ERFO-326(1)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10/23/81	1/28/82	95 %	110 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

POLALLIE CREEK - COOPER SPUR DETOUR
FAS-B425 (Cooper Spur Road)
Grading & Paving

This project provided for the upgrading of Cooper Spur Road so this road could serve as a year-round detour while the storm damage on the Mt. Hood Highway is being repaired.

The final cost of $608,711 is seven percent over the authorization.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 8 '88
REFER TO
Fredrickson
FOR
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cy
1/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe		SIGNATURE John T. Gill	
TITLE Area Engineer	DATE 1/6/88	TITLE District Engineer	DATE 1/7/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-3487

DES 16

TO: D. O. Christensen
Road Design Engineer

DATE: September 3, 1986

FROM: George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. 1RV-524 (15 Sheets)
Polallie Creek-Yellowjacket Creek Section
Mt. Hood Highway
Hood River County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:rlr
Attachment

APPROVED
Location Engineer
Date 9-3-86

9/3 Signed and returned.
Cm

125-1307

9275

STATE OF OREGON

INTEROFFICE MEMO

TO: John R. McCulloch, Jr.
Chief Trial Counsel

DATE: March 28, 1986

FROM: Thomas K. Elden
Assistant Attorney General

SUBJECT: Kemp v. Routson, et al
Hood River County Circuit Court Case No. CC 84-5
File No. 125-073-L14765

RECEIVED
STATE HWY ENGR
MAR 31 '86
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CLOSING MEMORANDUM

Please see my extensive pretrial report dated March 10, 1986. Plaintiff prayed for $5 million general damages and $45,000 special damages because he was rendered paraplegic by a falling tree at Cooper Spur Road in Hood River County on December 3, 1982. The tree had root rot and may have been yellow/green at the top. The tree stood outside the right of way in a stand of some healthy, some unhealthy trees.

At 6:30 a.m., plaintiff was driving his mother to work on Cooper Spur Road which was being used as a detour for Highway 35 which had washed out in December of 1980. Plaintiff and his mother were driving a small truck and passed the town of Parkdale only to discover that they had failed to pick up another coworker. Plaintiff retraced his steps, and on the way back, a grand fir tree fell across the road. Plaintiff either tried to beat the tree or was hit by the tree as it fell.

As I indicated in my pretrial report, I renewed my motion for summary judgment. The court did not reach my discretionary immunity argument or my argument that along a county road, responsibility for vegetation is in the landowner. We got out because the judge ruled that the road in question was not a state highway such as to create any duty in the State, and second that there was no issue of fact that as between the public bodies, i.e., the County and the State, that the County had assumed the responsibility for hazard tree maintenance at the place of the accident.

Hood River County was a county road which was used as a detour based upon a handshake agreement by the Governor and State Highway personnel with personnel from Hood River County. Judge Kelly was very concerned about the general powers that the Governor has under emergency situations. Although he does have the power to close roads, he does not have the power as far as I can tell to make county roads into state roads. My argument was that even if by some stretch this had become a state road, that earlier questions as to who would maintain what had been resolved by the time of the accident. At the time of the accident, the State was maintaining one portion that we had widened and as to the rest was only snow plowing. The County Public Works Director

who had been authorized by majority vote of the County to negotiate an agreement with the State agreed in deposition that hazard tree maintenance was with the County.

The tree was on private property and the private landowner remains in the case. My feelers for $5,000 to settle were rebuffed. The County settled for $10,000, which was an incredible mistake by plaintiff's counsel. Plaintiff's counsel also did not do a thorough job in trying to utilize all the resources to raise factual issues such as would prevent a summary judgment motion. For one thing, he did not adequately discover all the County minutes, some of which have some dubious statements.

It may well have been that Highway personnel were ultra vires but that they may have thought they were doing by a handshake what the Transportation Commission would normally do. In any event, the record did not reflect other than that this was always a county road except for whatever statements the Governor might have made at the outset. Supposedly, he said he would give the road back in as good condition as when we got it. That, of course, had a bearing on maintenance as well as whether it was a state road. The Governor did not recall this but former Hood River County Commissioner Elmer Murray was relatively certain that that was what had occurred. Murray has stated on numerous occasions that this was a shared maintenance responsibility but more recently at deposition took the position that we were going to maintain everything. Murray and his Public Works Director have apparently never seen eye to eye. After we got out of the case, my investigator talked with Elmer Murray and basically told him that the reason we got out was that the court accepted the fact that certain maintenance was in the County and certain maintenance was in the State and Murray apparently agreed. Perhaps he would not have been as bad a witness at trial as we were concerned he would be.

I hope the plaintiff does not appeal. That may depend upon whether the evidence that we have supplied to the landowner, i.e., several witnesses who say this tree was green top to bottom, will be sufficient for the landowner to prevail. On the other hand, if the landowner loses but does not lose big, plaintiff may decide to pursue us on appeal. In any event, you can't lose on appeal until you win at the trial level, and that's what we have done and I am closing my file. I had outstanding help from investigator Bob Hensel and Howard Williams before him as well as an excellent investigation by Pioneer Adjustment Co. ordered by Risk Management (very thorough). Jack Sollis was of invaluable help on several legal issues.

TKE/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes
Ron Kelm
Robert Hensel
Jack Sollis (w/copy of pretrial report)
Ed Hunter

STATE OF OREGON

INTEROFFICE MEMO

TO: John R. McCulloch, Jr.
Chief Trial Counsel

DATE: March 10, 1986

FROM: Thomas K. Elden
Assistant Attorney General

SUBJECT: Kemp v. Routson, et al
Hood River County Circuit Court Case No. CC 84-5
File No. 125-073-L14765

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PRETRIAL REPORT (TORT)

Trial is set for April 22, 1986. Plaintiff prays for $5,000,000 general damages and $45,000 special damages because he was rendered paraplegic by a falling tree on Cooper Spur Road in Hood River County on December 3, 1982.

1. Facts

At 6:30 a.m., plaintiff was driving his mother to work on Cooper Spur Road which was being used as a detour for Highway 35 which had washed out in December of 1980. . Plaintiff and his mother were driving a small truck and passed the town of Parkdale only to discover that they had failed to pick up another coworker. Plaintiff retraced his steps, and on the way back, a grand fir tree fell across the road. Plaintiff either tried to beat the tree or was hit by the tree as it fell.

2. Law

The law in this case is reflected by the summary judgment motion that we have made and a pending renewed summary judgment set for March 14, 1986. At the outset, Cooper Spur Road was always a county road and was only being used as a detour. The law does not indicate that the use of a road as a detour makes it a state highway. When the road was initially taken as a detour, Governor Atiyeh and one of the Hood River County commissioners had a handshake agreement, the essence of which was that the State would give the road back in as good a condition as when we got it. (The Governor says he has little recall but would have left any details to Highway.) Thereafter, the State widened a portion of the road south of where the accident occurred and agreed to maintain that part of the road. Otherwise, the State

only snow plowed where the accident occurred because it was convenient to do so on the way to other locations.

Hood River County had a dispute with the State about who would maintain what, because the County kept trying to lay as much as possible on the State; so there was an agreement reached that Hood River County, except for snow plowing, would maintain the area where the accident occurred. ORS 368.256(1)(b) indicates that trees along a county road shall not be allowed by the land occupant to create a problem. In this case, the tree was off the county right of way, and therefore in my opinion, the responsibility rests with the landowner. In addition to the legal issues of no duty because it was not our road or because the tree was off the right of way, there is also the aspect of discretionary immunity.

This tree, except for a possible factual issue as to whether it was yellow at the top, was a green, healthy-looking tree. We rely as a matter of policy on our maintenance personnel to look for hazard trees, and this would not have been considered a hazard tree even though it was in a stand of trees with some yellow topped trees around it.

Our original summary judgment motion on the basis of discretionary immunity and the fact that the tree was green has been denied, so we have renewed our motion based upon the fact that the County had agreed to maintain this area, the fact that the law says that the landowner has the responsibility along the county road, and again, discretionary immunity. The County was also raising a no duty issue based on Donaca v. Curry County, a decision filed February 12, 1986 by the Court of Appeals. The County read too much into this decision because it ignored the above statute and found on limited facts that the County could not be responsible for cutting down grass where a private road intersects a county road. There is no question that if this were a state highway, the State does have an interest and some responsibility for trees along the right of way. Also, cases in other jurisdictions indicate that a state has a responsibility to do something even if the trees are off the right of way.

3. Exposure

The County just made an incredibly good settlement for $10,000.

I am still desperately trying to get out on summary judgment, because once we go to trial, there are two major problems. The first problem is that plaintiff, although he is not the most sympathetic personality, has a legitimate

heart-shocking injury and is likely to collect a bundle from somebody. Codefendant County, of course, would have been a hometown entity and the landowner is a prominent family in Hood River County. We originally agreed to hold off our best defense, to wit that the County is responsible for the maintenance in this area. When we raised our initial summary judgment motion, the County's attorney, Anna Brown from the Bullivant firm, had not put a lot of emphasis on discretionary immunity and also did not really support the idea that the tree was green. Since the Donaca case was handled by the Bullivant firm, they thought it was the greatest thing since sliced bread.

If the two public bodies could not agree then and now as to whose road it was, it will appear to the jury as if something fell through the cracks. There is a lien by welfare against any recovery, but I think it very likely that if the State is found liable, it is going to be for a full $100,000. There may now be a legitimate way to settle it for a smaller amount of money, and if we lose summary judgment, we should certainly consider it. We could also offer $5,000 right now and see what plaintiff does.

4. Witnesses

(1) Governor Victor Atiyeh.

Governor Atiyeh made the handshake agreement with Elmer Murray of the County to take over the Hood River County road, Cooper Spur Road, as a detour when Highway 35 washed out in December 1980. It is not clear whether the Governor said we would give the road back in as good condition as we got it.

(2) Elmer Murray.

Elmer Murray is a former Hood River County Commissioner of dubious credibility. We have indication from the former DA, Hugh Garabrant, that Murray agreed that there was a shared maintenance responsibility on this road. Also, Howard Williams talked to him by telephone, unfortunately did not tape him, and Murray said the same thing. At Murray's deposition, however, he tried to lay the entire maintenance on the State. We now can talk to him and other county wits with permission of their attorney.

(3) Anthony Klein.

Anthony Klein was Hood River Public Works Director. The minutes read after the road washout indicate that Klein was to have the responsibility for working out the details in any agreement with the State. No written agreement was ever reached;

however, Klein has admitted under oath at deposition that Murray kept trying to push as much stuff off on the State but the State balked, and after widening the southern end of Cooper Spur Road for about $500,000, agreed to only maintain that part and to snow plow the rest, and Klein admits that the County had the maintenance responsibility for the area where the accident occurred, including for hazard trees. He is an excellent witness for us.

(4) James Crapper.

James Crapper is a maintenance supervisor for Hood River County, and he states pretty much the same as Mr. Klein, i.e., that Murray was trying to get us to do as much as possible but that the responsibility for the maintenance in the area where the accident occurred was with Hood River County.

(5) Ken Galloway.

Mr. Galloway is the County Forester. He might be able to talk to an agreement in 1976 or 1977 with the Routsons when Cooper Spur Road was widened. Apparently, Routson wanted to be the one to cut additional trees along the right of way. Galloway also can talk to the difficulty in spotting root rot in Hood River County and the number of trees that might be affected by it, etc.

(6) Will Ellington.

This is plaintiff's tree expert. He states that a layman would have known something was wrong with the tops of these trees including this one but that they would not necessarily have known that the tree had root rot. He implies a duty to check with more knowledgeable people and then clear this forest of diseased trees.

(7) Custodian of the Hood River County Commission Minutes. These minutes can be helpful and harmful. The December 29, 1980 minutes indicate that Mr. Klein, Public Works Director, was to be the one to work out details of using Cooper Spur Road as a detour; however, January 5 minutes have Mr. Murray stating that he has been out with the Governor and that the State agrees to keep the road "open and plowed" whatever that means. In October of 1981, there are minutes that I am not sure that others know about, where Ed Hardt (present region engineer) was before the Commission and stated amongst other things that Hood River County owned Cooper Spur Road or that it was a county road (good) and also that when we were done with the road, we would give it back (this could have a negative construction).

(8) Howard Williams.

He now works for Lane County DA. Our former investigator did certain work on this case, went out to the site with Bob Green, our Forester. Howard Williams also spoke with Mr. Murray and can impeach or at least limit Murray's statements about what the Governor supposedly said as to how we would give back the road, etc.

(9) Harry Woodward.

Harry Woodward is District Maintenance Supervisor. He would corroborate that the State was not responsible for maintenance of this portion of the road except to snow plow and that this was discussed and agreed with Hood River County officials.

(10) Bob Schertenlieb.

Bob Schertenlieb is our local maintenance foreman. He could state the same as Harry Woodward.

(11) Heidi Meyer.

I do not have her present address, but I believe she was formerly at 240 S. 200 E Street, Salt Lake City, Utah 84111, phone number 801-355-7475. She would testify that at some point, Kemp's mother stated that it was her fault because Kemp had tried to beat the tree as it fell.

(12) Kemp's Mother.

It is unknown what she would say, and we will probably take her deposition before trial.

(13) Mr. Cate and Mr. Campbell.

These are highway maintenance personnel who cut up the downed tree (or trees--there were actually two together). They would state that the tree was green all the way to the top.

(14) Local Ambulance and Fire Rescue People would hopefully be able to say the same as Cate and Campbell about the condition of the tree.

(15) Myron Stovall.

Myron Stovall, retired Highway employe, was there when the agreement was made between the Governor and Elmer Murray of Hood River County. He was formerly the regional maintenance engineer. He would state the original agreement was a handshake agreement

to use the road as a detour, and that we also would develop a 2-1/2 mile stretch at the south end to make it compatible for additional traffic. He also would indicate that the agreement with the County was that they were to take care of maintenance and we would do the construction, and that after the construction, we would maintain the part that we had constructed, and that the rest would be maintained by the County. He may be medically unavailable for trial.

(16) Dick Arnold.

Dick Arnold, County Surveyor, would state that the tree was outside the right of way, although this has also been admitted to by plaintiff.

(17) Ed Hardt.

Ed Hardt, successor to Mr. Stovall, present regional engineer, went to meeting in Hood River County on October 5, 1981, and discussed the fact that we would be giving back the County's road when we were done with it.

(18) Robert Green.

Mr. Green is our highway forester. He would testify that he does not inspect routinely for trees except on his way to do other things. He was not called in on this tree and would not expect our maintenance people to have called him for some yellow tops. He does, however, agree that the tree fell party because of root rot which it had. He also noticed a cat face on the tree, indicating that it was damaged at some time by a rig driving by. He does not think that this would have been visible from the road, however, and he is the only one who has ever noticed this mark on the tree. Presumably, in his opinion, that is what gave the tree root rot. If this were a state road, and he <u>knew</u> the stand had root rot, he would have tried to have it cut.

(19) John Schroeder.

John Schroeder is the assistant in charge of maintenance. He is under Don Adams. He has given us an affidavit that it would be unlikely that maintenance personnel would have ever called in yellow tops on trees as a problem if this were, in fact, a state highway.

(20) Don Adams.

Don Adams will testify that we do not use the forester to do routine tree borings, etc., and that the forester would be the only one who would do them if he were working on an investigation. Maintenance does not do tree borings.

(21) Bob Hensel.

Bob Hensel, investigator, can testify to the condition of Mr. Galloway's (plaintiff's expert) land indicating he does not have any fir trees on his property.

(22) Wind and Rain Weather Analysis. This might show the terrible conditions on that day.

(23) District Judge Hugh Garrabrant.

Judge Garrabrant was formerly the district attorney and county counsel. I believe he would corroborate that Murray had said that there was a shared responsibility on the road.

(24) Stewart W. Sauer.

We could possibly use an accident investigator or Stewart W. Sauer, the adjuster who worked on this case for Risk Management from Pioneer Adjusters. He did a very thorough job with photographs, interviews, etc. In his opinion, the man struck a downed tree. He also examined the tree and believed it was green.

(25) Dennis Donahue.

Dennis Donahue was a passenger in the truck. He apparently was asleep at the time of the accident, but we want to talk to him.

(26) Eunice Johnsgard.

She is Kemp's mother. She supposedly told an eyewitness that he tried to beat the tree.

(27) Byron L. Arrington. 7560 Clear Creek Rd., Parkdale. Phone 352-6363. Mailing address is P.O. Box 462. Works for United Telephone Co.

Byron Arrington went to school with Kemp. He can testify to the high gusts of wind that day. He recalls Kemp stating in the ambulance (he was the driver) that he was driving along and the first thing he realized was there was a branch coming through the window and then he veered to the left.

(28) Steven Hatfield. 6710 Allen Rd., Parkdale. Phone 352-7662.

Steven Hatfield is the fire chief of the Parkdale Rural Fire Protection District and can testify to the condition of the road that day. He helped cut up the tree, felt it was a plain green tree, didn't seem to be a dead tree.

5. Recent Developments

On March 4, 1986, I learned that Hood River County would not be coming in opposing our motion for summary judgment because they had just settled the case for the County for $10,000. I find this incredible because plaintiff would be better off with two public bodies pointing the finger at each other as to who is responsible for the road. Also, $10,000 considering there is a welfare lien against Kemp's money seems to me to be really insignificant.

p.s. There really was an extremely thorough amount of investigation done on this case by Pioneer Adjusters and there are far more witnesses who have been interviewed and contacted than are indicated here. Work for Bob Hensel remaining prior to trial includes talking to the passenger in the truck, nailing down Heidi Meyer's availability for trial, as well as that of other witnesses, and now that the County is out, they have given us permission (by contacting the county counsel, Sally A. Tebbet, 386-3103) to talk to various County witnesses to prepare for trial. I expect our renewed motion for summary judgment to be heard on March 14, and if it is denied, we can go into high gear getting ready for the trial. Settlement in the $5,000 to $10,000 range should be considered.

TKE/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes
Ron Kelm
Harry Woodward
Robert Hensel

9345

LEG 3 3
Routson

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECD
L. SOLLIS

February 22, 1984

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: KEMP v. ROUTSON

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Hood River Circuit Court. Named defendants include Eugene Routson and Marjorie Routson and State of Oregon Department of Transportation.

The matter concerns a tree six (6) feet outside the right of way on a county road maintained by the State which fell on plaintiff. Plaintiff is a quadraplegic as a result.

I have assigned this case to Trial Attorney Tom Elden, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj

RECEIVED
FEB 24 '84
Sollis
Contains Recycled Materials

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: ERFO-326(1)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: ER-1

2A. COUNTY NAME: Hood River

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: September 5, 1985

8. FEDERAL ROUTE NUMBER: Primary 24

9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:

Polallie Creek - yellowjacket Section

11. GENERAL DESCRIPTION OF WORK

Install metal frame & grate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9-5-85 as requested in Mr. Fredrickson's letter of 9-9-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $2,000; Federal Funds 2,000.

RECEIVED
STATE HWY ENGR
DEC 17 '85
REFER TO
Potter
FOR

ONG to 12/17

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/16/85	G. K. Sorensen	For Division Administrator

Info | Invest | R/D | R/R | Sign | Acct | File

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DATE: November 10, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Polallie Creek-Cooper Spur Detour Section
FAS 8425 Highway, Hood River County
Contract No. 9295

This emergency relief project has been completed and it is now apparent that the final cost will exceed the project authorization by $46,000 or 8.1 percent.

This project was developed to improve a section of Hood River County Road used as a detour during reconstruction of the washed-out section of the Mount Hood Highway.

The primary reason for the overrun is the use of additional quantities of aggregate base materials. During the course of the work it was determined that the existing roadbed lacked the necessary strength to carry the amount of traffic expected to use it. The surface of the pavement was also badly distorted and would require an excessive amount of asphalt concrete mixture for leveling. To correct both of these conditions at the least expense to the State, the existing pavement was scarified and additional base rock was placed over it prior to placing the new pavement. The quantity of base rock materials was increased by approximately 50 percent, adding more than $44,000 to the cost of the project.

Roadwork on the project was performed on an hourly rate basis. Bid quantities of equipment rental time are extremely difficult to estimate accurately. Actual quantities required of individual items varied in most instances from the estimated quantities. These variations accounted for the remaining $2,000 of the overrun on this project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $46,000 to a new total of $615,436.31. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

CTC 519

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 28, 1983

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Polallie Creek-Cooper Spur Detour Section
FAS B425 Highway, Hood River County
Contract No. 9295

NOTED
H.S.COULTER

This emergency relief project has been completed and it is now apparent that the final cost will exceed the project authorization by $46,000.00 or 8.1 percent.

This project was developed to improve a section of Hood River County Road used as a detour during reconstruction of the washed out section of the Mount Hood Highway.

The primary reason for the overrun is the use of additional quantities of aggregate base materials. During the course of the work it was determined that the existing roadbed lacked the necessary strength to carry the amount of traffic expected to use it. The surface of the pavement was also badly distorted and would require an excessive amount of asphalt concrete mixture for leveling. To correct both of these conditions at the least expense to the State, the existing pavement was scarified and additional base rock was placed over it prior to placing the new pavement. The quantity of base rock materials was increased by approximately 50 percent, adding more than $44,000 to the cost of the project.

Roadwork on the project was performed on an hourly rate basis. Bid quantities of equipment rental time are extremely difficult to estimate accurately. Actual quantities required of individual items varied in most instances from the estimated quantities. These variations accounted for the remaining $2,000 of the overrun on this project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $46,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Reid Meritt
R. D. Church
D. E. Swan

81-125-1387

9217

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
AUG 9 '83
REFER TO
Jack Sollis
FOR
Info X | Inves | R/D | D/R | Sign | Act | File

TO: PAMELA J. ABERNATHY
Dept. of Justice

W.E. SCHWARTZ
Ass't State Hwy. Engr.

DATE: August 8, 1983

FROM: M. W. STOVALL
Metro Region Maintenance Engineer

SUBJECT: STATE V. DILLARD, ET AL
STATE V. COCHRANE, ET AL

NOTED
W. E. SCHWARTZ

I have reviewed the July 29, 1983, letter from Ronald Somers, Attorney at Law, representing the Dillards and the Cochranes in the above mentioned case. I will comment on the allegations.

I do not know who called Mr. Dillard a damned liar. In the presence of Bruce Boyd, Jack Sollis, and Harry Woodward, Mr. Dillard called me a damned liar and we exchanged words.

No one from the Highway Division has surveyed anything on the Cooper Spur Road for approximately a year and a half. I checked with Hood River County and they have not surveyed anything in this area recently.

Mr. Dillard's "parking lot" was never disturbed in the property acquisition or any of the reconstruction of the road.

The Mt. Hood Loop Highway washout was reopened to traffic June 24, 1983. The detour over the Cooper Spur County Road was no longer required, and I had our striping crews retrace all of the striping as per my original agreement with Hood River County. This restriping followed the old striping. Last week I checked the striping in this area and found the ends of the previous striping still in place directly in line with the new striping. No scrubbing on the centerline was done.

When we originally opened the detour we did install some signs on which turned out to be Mr. Dillard's property, but not in the middle of his lawn as he alleges. As soon as Mr. Dillard informed us we had the signs removed and installed on county property.

The access to the Cochrane property was destroyed in the reconstruction and later rebuilt at a point dictated by Mr. Dillard.

In our first Permit of Entry signed by Mr. Dillard, we did not include the Cochranes as we were not aware that there was separate ownership. Mr. Dillard signed for the whole taking in front of Mrs. Cochrane. They were all aware of what was going on.

81-125-1387

There have been a few small trees that have blown over next to the highway.

Neither Mr. Boyd, Mr. Klaboe, or myself ever went up and witnessed the alleged flooding of Mr. Dillard's basement, nor told him to build curbs to protect himself. I was aware of the alleged flooding. The Cooper Spur Inn is located below the grade of the highway. I was told that there was a heavy snow followed by rain, resulting in a fast runoff. There was no major reconstruction in this area.

I do not know of any instance where the water lines were broken. Mr. Dillard located the water line for the construction. Any breakage would be the responsibility of the contractor.

No promises to Dillard were broken. We consulted with him continually and rebuilt this section as nearly to his wishes as possible. Mr. Boyd made an agreement with Mr. Dillard to move the highway centerline four feet if Dillard would do the excavation. State forces were to haul the material. Mr. Dillard considerably over-excavated and was irate when we would not move the centerline further than we agreed to.

"Poor old Mrs. Cochrane" is a relative of Mr. Dillard's and is perfectly capable of handling her affairs.

Before the original Permit of Entry Mr. Dillard offered, to Ed Hardt and myself, to donate the property to the State.

The original Permit of Entry ran out before right of way negotiations were made. The Dillards and Cochranes were extremely agitated, and for a while refused to sign a new Permit of Entry. They then abruptly changed their minds, signed another Permit, and allowed us to proceed. There is considerable correspondence in the Right of Way files in Salem.

If you feel there is any chance of settling this matter before court action, I will be willing to help you make a last try.

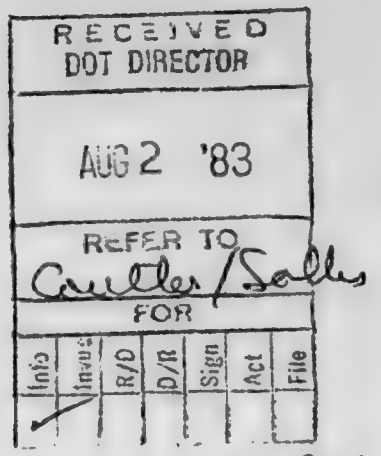
MWS/gw
cc J. B. Boyd
Ken Rolfe
Harry Woodward
Reid Meritt

RONALD M. SOMERS
STEPHEN E. LAWRENCE

SOMERS & LAWRENCE
ATTORNEYS AT LAW
108 EAST FOURTH STREET
THE DALLES, OREGON 97058

POST OFFICE BOX 618
TELEPHONE: 296-2181

July 29, 1983



cy Sallis
8-2
bn

Pamela J. Abernathy
Department of Justice
Trial Division
Justice Building
Salem, Oregon 97310

RE: State v. Dillard, et al
State v. Cochrane, et al

Dear Pamela:

You may be interested to know that even though I am just a poor country lad, I was upset to have my client called a damned liar in my presence. Two weeks ago, the Highway Commission came back up, resurveyed the road and found out they had taken Mr. Dillard's parking lot which is way out of the area of proposed taking. They scrubbed the center line off the highway and re-painted it and now there is a wide lane and a narrow lane. Also, as you are aware, they have had problems of erecting signs in the middle of Mr. Dillard's lawn and parking equipment on his property, all outside the taking area, destroying the access to the Cochrans land and never replacing it and taking the Cochrans land without a declaration of taking. All of this is outside the taking area of the proposed condemnation lawsuit, let alone the sign problems. The slopes have caved in and now the trees are falling on the highway out of the proposed taking area, plus Mr. Klaboe and Mr. Boyd came up and witnessed the fact that Mr. Dillard's basement of his restaurant was flooded out destroying the freezer and all his food in it and said basically, that was too bad, and if I wanted to stop the erosion he would have to build concrete curbs to keep the water out of his place and to use a sump pump to get rid of the water.

They cut the water lines and generally treated Mr. Dillard and poor old Mrs. Cochran much the same as atillahun as they raped and pillaged Eastern Asia. These are just a few of the things to be considered.

Frankly, I think it would be kind of interesting to try since this is one of the few examples I have seen in 21 years of practice where the Highway Department has made promises in writing and deliberately broken them, misrepresenting to me and to Mr. Dillard where the highway was going to be and then when the mistake was called to their attention, they became outraged and indignant.

I am authorized to settle State v. Cochrane for $6,500 and State v. Dillard for $21,000. This settlement is good for a fifteen day period and includes the price of the timber removed frmm the Cochrane's land as well as the Dillard property along with the cat time Mr. Dillard spent in preparing the highway slope. I frankly think the settlement is too generous on Mr. Dillard's and poor old Mrs. Cochran's part. However, if the matter is concluded by August 15, 1983 and those sums received at this office we can put this shabby mess to bed. I trust it will never happen again and perhaps you can save the additional mess that you would pay in attorney fees and furnish a map reading courses for the surveyors.

Thank you for giving this your prompt attention. I am sending a copy of this to the Highway Commissioners to confirm their actual notice of the problem of Mr. Dillard's basement and to the other matters which were called to the attention of the members.

Very truly yours,

SOMERS & LAWRENCE

Ronald M. Somers

RMS:mz

cc: Mr. and Mrs. Dan Dillard

cc: Department of Transportation Members

9295 .2 10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982

for C. T. Keasey
Asst. State Highway Engineer

1295

February 10, 1982

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington St.
Portland, OR 97205

CON 5
#9295

Gentlemen or Ladies:

On February 2, 1982, we wrote to you concerning release of final payment on Contract No. 9295 awarded to C. W. McCallen Construction Company for work on the Polallie Creek-Cooper Spur Detour in Hood River County.

Final payment on this contract is $1,928.75 and the total contract amount is $547,264.78 including $9,990.62 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: C. W. McCallen Construction Company
8475 S.W. Murray Boulevard
Beaverton, OR 97005

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
Dale Allen

9275

26

ROAD DESIGN SECTION DES 16

Reid Meritt
Project Manager

February 8, 1982

Fred Eriksen
Fred Eriksen
Design Supervisor

Polallie Creek-Cooper Spur Detour Section
Cooper Spur Road
Hood River County

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 09 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

The "as constructed" narrative for the project was very interesting.

The descriptions of the construction phases and equipment used provided us with a good picture of the contractor's operations.

The decision to scarify the bituminous pavement and add base material for additional strength should have helped to achieve a better pavement section and grade. I recall your commenting on its being in rather bad shape and the need for additional paving quantities for patching and leveling.

The Specifications Section, I am sure, will take note of your equipment recommendations for future jobs of this type.

FE:ja

cc Dale Allen

9295

December 9, 1981

CON
#9295

Mr. C. W. McCallen
McCallen Construction Company
8475 S. W. Murray
Beaverton, OR 97005

Dear Mr. McCallen:

It has been brought to my attention by our Region Engineer, Dale Allen, of the excellent work you did in opening the Polallie Creek detour on the Mt. Hood Highway.

Your skill and organization of your crews, and the manner in which the work was performed, resulted in limiting the closure of this important tourist highway for considerably less time than was anticipated.

I want to express our thanks to you for your outstanding cooperation in this matter, and wish you would bring it to the attention of your workers also.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

cc Dale D. Allen

bc C. T. Keasey
E. S. Hunter
Reid Meritt

9295

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 8, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Polallie Creek Detour

Last spring, when the decision was made to proceed with an equipment rental project to serve as a detour around the Hood River flood damage a quick contract was put together. It set up 110 days and our estimators said that would require a very efficient operation.

Immediately after bid opening C. W. "Cecil" McCallen began mobilization and by June 1 had five timber fallers working; by July 23 had completed the 40,000 c.y. of earthwork; based and paved the job and had it open to traffic in 90 days.

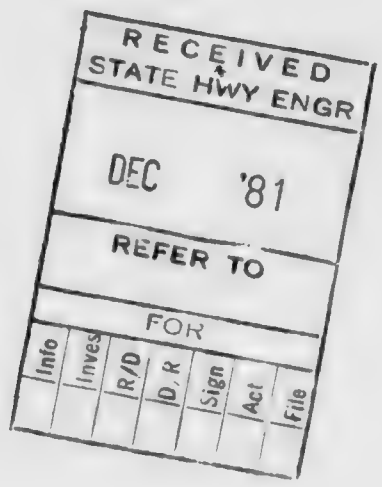
I believe the paragraph I marked from the engineers narrative explains how this was possible. This was a difficult small job with considerable clearing. Cecil and his crew has worked for us on other grading jobs and it is always a pleasure to work with them. Not mentioned in the narrative are the efforts of Reid Meritt and Art Steele, his inspector, who spent some very long hours.

Maybe you or Carroll can recognize their efforts. The job was completed for 4 percent over the estimate and the engineering was 8 percent below the estimate.

DA:mr

encl

cc: E. S. Hunter



explosives of 2,000 pounds in bid item 11, were used.

Generally, the final quantity of equipment hours remained within the bid quantities, except trucks. The 25% overrun of this item is insignificant when considered that under the terms of the contract the removal of stumps came under the hourly work, although omitted when estimating the production capabilities of the equipment.

Earthwork was completed July 23, approximately 40,000 cubic yards of excavation was placed in embankments or hauled to the waste site. The grading work, including finishing the subgrade, trimming slopes required 33 Calendar days, an average production rate of 1,200 cubic yards per day.

During this period contractor C.W."Cecil" McCallen, his superintendant and foreman stressed efficiency and worked with the engineer to get as much work as possible out of all the equipment. Although the contract completion time limit was set for 110 Calendar days, the closure of the road to the public was limited to August 1. With this in mind and the engineer continually emphasizing the importance of completing the project without the problem of traffic, the contractor pressed his operators,laborers,equipment and his subcontractors to complete the project, except the Chip Seal, by August 1.

It was agreed to reimburse the contractor for his overtime costs incurred during earth work construction, accelerating construction. These costs amounted to one-half the employees hourly wage rate, plus contractor's payroll tax on this amount. Extra Work Order No.1 bill was $4,625.47.

Culverts - This work consisted primarily of extending existing culverts. Installations were conscientiously made at various times with last installation made July 15. In every case where the inlet was

9295

December 1, 1981

Mr. Ronald M. Somers
Attorney at Law
106 E. Fourth Street
The Dalles, OR 97058

CON 5
#9295

Dear Mr. Somers:

Thank you for your letter of November 20 on behalf of J. Arlie Bryant, Inc., stating that their claim has been paid.

This claim was filed on November 13, 1981, in the amount of $2,708.25 plus interest against Contract No. 9295 with C. W. McCallen Construction Company for work on the Polallie Creek-Cooper Spur Detour Project in Hood River County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: C. W. McCallen Construction Co.
8475 S.W. Murray Boulevard
Beaverton, OR 97005

Great American Insurance Co.
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

Mr. Malcolm W. Reed
Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

NOTED O...
12-1-81 dmc

duplicate copy

RONALD M. SOMERS
ATTORNEY AT LAW
108 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

November 20, 1981

Mr. Jack Sollis
Assistant Attorney General and Counsel
Room 113
Department of Transportation Building
Salem, Oregon 97310

Mr. Fred Klaboe
Director of Department of Transportation
Department of Transportation Building
Salem, Oregon 97310

Mr. Malcolm Reed, Agent
Wells, Reed, Wood West Co.
(Great American Insurance Co.)
415 Morgan Building
720 S. W. Washington
Portland, Oregon 97205

ASHE CAE FOE QCE SCS EEO
RECEIVED
NOV 24 1981
CONSTRUCTION BRANCH
OM CA LE TC FE CP

RE: J. Arlie Bryant, Inc. vs.
C. W. McCallen Construction Co. - Lien

Gentlemen:

On November 13, 1981 I sent all of you a notice of claim on payment bond, a copy of which is enclosed. The claim was for labor and materials furnished by J. Arlie Bryant, Inc., on the Polallie Creek-Cooper Spur Detour, Oregon State Highway Contract #9295, Oregon State Highway Prefix #214-1094 FAS-B425.

Yesterday I received notice that J. Arlie Bryant, Inc. had received a check in payment of the aforesaid claim. The check has been deposited and you can consider this letter to be notice that the claim has been paid.

Very truly yours,

Ronald M. Somers

RMS:dgr

cc: C. W. McCallen Construction Co.
8475 S. W. Murray Blvd.
Beaverton, Oregon 97005

cc: J. Arlie Bryant, Inc.
2000 West 6th Street
The Dalles, Oregon 97058

RECEIVED
STATE HWY ENGR
NOV 23 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
NOV 23 '81
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

November 13, 1981

REGISTERED MAIL
RETURN RECEIPT REQUESTED

NOTICE OF CLAIM ON PAYMENT BOND

STATE OF OREGON)
: ss.
County of Hood River)

TO: C. W. McCallen Construction Co.
8475 S. W. Murray Blvd.
Beaverton, Oregon 97005

YOU ARE HEREBY NOTIFIED that the undersigned J. ARLIE BRYANT, INC., has a claim in the sum of $2,708.25 (Two thousand seven hundred eight dollars and twenty-five cents), together with interest thereon at a rate of 1½% per month from the 31st day of August, 1981, due against a bond taken from Great American Insurance Company as principal and C. W. McCallen Construction Co. as surety for the work and labor and materials furnished by said J. ARLIE BRYANT, INC., on the Polallie Creek-Cooper Spur Detour, Oregon State Highway Contract #9295, Oregon State Highway Prefix #214-1094 FAS-B425.

YOU ARE FURTHER NOTIFIED that the undersigned has performed labor and supplied materials consisting of furnishing aggregate rock for the said job which consisted of contract item #13 on said bid and that the said labor and materials above described were performed and furnished by virtue of use in the performance of the certain contract between the principal and the public body above described, to-wit: the Oregon State Highway Department, and that said materials and/or labor were furnished and received by C. W. McCallen Construction Co. with authority to receive the same and that a claim for payment therefor is hereby asserted against you; that the past performance of labor and/or furnishing materials by the undersigned was, on the 31st day of August, 1981, which labor and materials were furnished as follows, to-wit: the supply of rock.

YOU ARE FURTHER NOTIFIED that notice sent pursuant to and in compliance with the laws of the State of Oregon as set forth in ORS 279.526 and the amount above claimed is due and owing and that said sum remains due and owing after allowing just credits and offsets.

DATED this 13th day of November, 1981.

J. ARLIE BRYANT, INC.

By_____
Ronald M. Somers
Attorney-in-fact

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 616
PHONE 296-2181

NOTED
JACK L. SOLLIS

November 20, 1981

RECEIVED
NOV 23 1981
LEGAL

Mr. Jack Sollis
Assistant Attorney General and Counsel
Room 113
Department of Transportation Building
Salem, Oregon 97310

Mr. Fred Klaboe
Director of Department of Transportation
Department of Transportation Building
Salem, Oregon 97310

Mr. Malcolm Reed, Agent
Wells, Reed, Wood West Co.
(Great American Insurance Co.)
415 Morgan Building
720 S. W. Washington
Portland, Oregon 97205

RE: J. Arlie Bryant, Inc. vs.
C. W. McCallen Construction Co. - Lien

Gentlemen:

On November 13, 1981 I sent all of you a notice of claim on payment bond, a copy of which is enclosed. The claim was for labor and materials furnished by J. Arlie Bryant, Inc., on the Polallie Creek-Cooper Spur Detour, Oregon State Highway Contract #9295, Oregon State Highway Prefix #214-1094 FAS-B425.

Yesterday I received notice that J. Arlie Bryant, Inc. had received a check in payment of the aforesaid claim. The check has been deposited and you can consider this letter to be notice that the claim has been paid.

Very truly yours,

Ronald M. Somers

RMS:dgr

cc: C. W. McCallen Construction Co.
8475 S. W. Murray Blvd.
Beaverton, Oregon 97005

cc: J. Arlie Bryant, Inc.
2000 West 6th Street
The Dalles, Oregon 97058

RECEIVED
NOV 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 13, 1981

REGISTERED MAIL
RETURN RECEIPT REQUESTED

NOTICE OF CLAIM ON PAYMENT BOND

STATE OF OREGON)
: ss.
County of Hood River)

TO: C. W. McCallen Construction Co.
8475 S. W. Murray Blvd.
Beaverton, Oregon 97005

YOU ARE HEREBY NOTIFIED that the undersigned J. ARLIE BRYANT, INC., has a claim in the sum of $2,708.25 (Two thousand seven hundred eight dollars and twenty-five cents), together with interest thereon at a rate of 1½% per month from the 31st day of August, 1981, due against a bond taken from Great American Insurance Company as principal and C. W. McCallen Construction Co. as surety for the work and labor and materials furnished by said J. ARLIE BRYANT, INC., on the Polallie Creek-Cooper Spur Detour, Oregon State Highway Contract #9295, Oregon State Highway Prefix #214-1094 FAS-B425.

YOU ARE FURTHER NOTIFIED that the undersigned has performed labor and supplied materials consisting of furnishing aggregate rock for the said job which consisted of contract item #13 on said bid and that the said labor and materials above described were performed and furnished by virtue of use in the performance of the certain contract between the principal and the public body above described, to-wit: the Oregon State Highway Department, and that said materials and/or labor were furnished and received by C. W. McCallen Construction Co. with authority to receive the same and that a claim for payment therefor is hereby asserted against you; that the past performance of labor and/or furnishing materials by the undersigned was, on the 31st day of August, 1981, which labor and materials were furnished as follows, to-wit: the supply of rock.

YOU ARE FURTHER NOTIFIED that notice sent pursuant to and in compliance with the laws of the State of Oregon as set forth in ORS 279.526 and the amount above claimed is due and owing and that said sum remains due and owing after allowing just credits and offsets.

DATED this 13th day of November, 1981.

RECEIVED
NOV 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

J. ARLIE BRYANT, INC.

By_____
Ronald M. Somers
Attorney-in-fact

9295 W 5674

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 30 1981
NORMA PAULUS
SECRETARY OF STATE

November 25, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9295

Mr. Ronald M. Somers
Attorney at Law
P. O. Box 618
The Dalles, OR 97058

RECEIVED
NOV 30 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Somers:

This will acknowledge receipt of your letter of November 13, 1981, with attached Notice of Claim on Payment Bond on behalf of J. Arlie Bryant, Inc., indicating that C. W. McCallen Construction Company owes them for labor and material in the amount of $2,708.25 plus interest.

The claim states this is in reference to the C. W. McCallen Construction Company Contract No. 9295 for work on the Polallie Creek-Cooper Spur Detour Project in Hood River County.

The Great American Insurance Company furnished the bond on this contract. From your letter it appears you have notified the surety and the prime contractor of this claim. We will forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON
12-2-81 dmc

cc: C. W. McCallen Construction Company
8475 S.W. Murray Blvd.
Beaverton, OR 97005

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

Wells-Reed-West Co.
Attn: Malcolm W. Reed
415 Morgan Building
720 S.W. Washington St.
Portland, OR 97205

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 1 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RONALD M. SOMERS
ATTORNEY AT LAW
106 E FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 518
PHONE 296-2181

Duplicate copy

November 13, 1981

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Mr. Jack Sollis
Assistant Attorney General and Counsel
Room 113
Department of Transportation Building
Salem, Oregon 97310

Mr. Fred Klaboe
Director of Department of Transportation
Department of Transporation Building
Salem, Oregon 97310

Mr. Malcolm Reed, Agent
Wells, Reed, Wood West Co.
(Great American Insurance Co.)
415 Morgan Building
720 S. W. Washington
Portland, Oregon 97205

dgr 11-19-81

RECEIVED STATE HWY ENGR
NOV 19 '81
REFER TO Gorman
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED DOT DIRECTOR
NOV 18 '81
REFER TO Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act X | File

Gentlemen:

Enclosed you will find a copy of the Notice of Claim on Payment Bond given C. W. McCallen Construction Co. wherein J. Arlie Bryant, Inc., has a claim for labor and material furnished to C. W. McCallen Construction Co. for the Polallie Creek-Cooper Spur Detour known as Oregon State Highway Contract #9295, and has Oregon State Highway designation Prefix #214-1094 FAS-B425. J. Arlie Bryant, Inc., has coming the sum of $2,708.25 together with interest thereon at a rate of 1½% per month from August 31, 1981 and has a claim against the payment bond of Great American Insurance Company as principal and C. W. McCallen Construction Company as surety for the work on the aforesaid highway. J. Arlie Bryant provided the rock which covered item #13 on the contract specifications and the aforesaid sum still remains due and unpaid.

The claimant in this matter is J. Arlie Bryant, Inc., 2000 West 6th Street, The Dalles, Oregon, 97058, by Ronald M. Somers, attorney-in-fact.

Very truly yours,

Ronald M. Somers

RMS:dgr

cc: C. W. McCallen Construction Co.
8475 S. W. Murray Blvd.
Beaverton, Oregon 97005

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 616
PHONE 296-2181

November 13, 1981

REGISTERED MAIL
RETURN RECEIPT REQUESTED

NOTICE OF CLAIM ON PAYMENT BOND

STATE OF OREGON)
: ss.
County of Hood River)

TO: C. W. McCallen Construction Co.
8475 S. W. Murray Blvd.
Beaverton, Oregon 97005

YOU ARE HEREBY NOTIFIED that the undersigned J. ARLIE BRYANT, INC., has a claim in the sum of $2,708.25 (Two thousand seven hundred eight dollars and twenty-five cents), together with interest thereon at a rate of 1½% per month from the 31st day of August, 1981, due against a bond taken from Great American Insurance Company as principal and C. W. McCallen Construction Co. as surety for the work and labor and materials furnished by said J. ARLIE BRYANT, INC., on the Polallie Creek-Cooper Spur Detour, Oregon State Highway Contract #9295, Oregon State Highway Prefix #214-1094 FAS-B425.

YOU ARE FURTHER NOTIFIED that the undersigned has performed labor and supplied materials consisting of furnishing aggregate rock for the said job which consisted of contract item #13 on said bid and that the said labor and materials above described were performed and furnished by virtue of use in the performance of the certain contract between the principal and the public body above described, to-wit: the Oregon State Highway Department, and that said materials and/or labor were furnished and received by C. W. McCallen Construction Co. with authority to receive the same and that a claim for payment therefor is hereby asserted against you; that the past performance of labor and/or furnishing materials by the undersigned was on the 31st day of August, 1981, which labor and materials were furnished as follows, to-wit: the supply of rock.

YOU ARE FURTHER NOTIFIED that notice sent pursuant to and in compliance with the laws of the State of Oregon as set forth in ORS 279.526 and the amount above claimed is due and owing and that said sum remains due and owing after allowing just credits and offsets.

DATED this 13th day of November, 1981.

J. ARLIE BRYANT, INC.

By _____
Ronald M. Somers
Attorney-in-fact

#7275

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 12, 1981

In Reply Refer to
File No

Ron Somers
Attorney At Law
106 E. 4th
The Dalles, Oregon 97058

RE: Telephone Conversation
November 5, 1981
File 52181 - Dillard
File 52183 - Cochrane
Polallie Cr.-Cooper Spur
Detour Section
Cooper Spur Road

Dear Mr. Somers:

Hopefully our telephone conversation in which Mr. Jack Sollis participated, clarified some of the issues confronting us. I had hoped that I would have positive replies from my letter written to you on September 29, as I had attempted analytically to define the problems and a possible solution to each of the problems. As we have not received an answer, the following is our position as of the present time on all the outstanding issues.

File 52183 - Cochrane

1. Contract Purchaser Cloud

Attached is a Recission of Land Sale Contract which if signed, will allow the Department to describe the properties in accordance with the maps that have been prepared. Without this document the Department is still in a quandary as to how to describe the properties, as it is obvious that this contract document obscures the real intent of the owners, Cochrane and Dillard.

2. Description

We will prepare a description based on the map prepared by Mr. Cron and sent to us by yourself on October 28, 1981. The areas outside of the existing right-of-way have been checked by our Description people, and insofar as I am concerned, are satisfactory. We will describe the property, monument the right-of-way and take it in fee simple pursuant to your request; with the understanding that no damages will be claimed for loss of a building site.

Form 734-3122

3. Access Not Rebuilt

This access will be rebuilt immediately, provided we can agree on the items listed in this letter, or as a minimum, those items such as the access that relate to pure construction.

4. Compensation

In order to resolve this issue I am willing to offer you the area times $2,000 per acre, plus compensation from the trees already outlined increased by a proration on the additional area. This compensation is generous in that the acreage prices that we have utilized normally include any of the timber growing on the property. Calculations are as follows:

0.57 ac. x 2,000 sq. ft.	=	$1,140
Timber	=	1,300
TOTAL		$2,440

File 52181 - Dan Dillard et ux

1. Widening

I did not, nor will I, agree to any additional widening other than the 4 feet which I agreed to on the site September 9. If Mr. Dillard wishes to trade State force work for compensation we will rock and pave the area which he has excavated. An estimate of $6,000 has been made on the extra work above that agreed to. The State will not expend further dollars in providing additional area for his benefit.

2. Description

We will prepare a description based on the map prepared by Mr. Cron and sent to us by yourself on October 28, 1981. The areas outside of the existing right-of-way have been checked by our Description people, and insofar as I am concerned, are satisfactory. We will describe the property, monument the right-of-way and take it in fee simple pursuant to your request; with the understanding that no damages will be claimed for loss of a building site.

3. Right-Of-Way Compensation - Widened Area

I am attaching a sketch indicating the amount of right-of-way deleted from the drawing presented to us by yourself on October 28. This amount of right-of-way is not included in the compensation calculated in 3.

4. Compensation

As in Cochrane, our appraisal indicates a reasonable value of $2,000 per acre plus compensation for the trees already outlined increased by a proration on the additional area. As explained in Cochrane, we have already been over generous in our compensation. The values are as follows:

1.55	x 2,000 =	$3,100
Timber	=	4,650
TOTAL		$7,750

If you agree to the physical actions being taken; (1) the acceptance of the right-of-way which you indicated on the map sent to me, minus the area deleted in the widened area; (2) the actions of rocking and paving the four foot width as I agreed to September 9; and (3) the access to the Cochrane property, that can be a separate agreement.

If you also agree with the calculations for compensation, which I have outlined in this letter, and in the interest of settling the problem and getting on with both of our responsibilities, I would assist the Dillards and Cochranes in the payment for the survey which they accomplished on their own. This is an offer to reconcile our disagreements and to reach a reasonable settlement with the parties concerned. If you do not agree with the compensation we will proceed to describe the properties if you agree in (1), (2), and (3) facts and allow the court to decide the compensation.

I hope that this adequately outlines the questions and indicates a resolution that you and your clients can accept, but this is the maximum which I will agree to.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh
cc: F. E. Klaboe
Jack Sollis

RECEIVED
DOT DIRECTOR
NOV 13 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

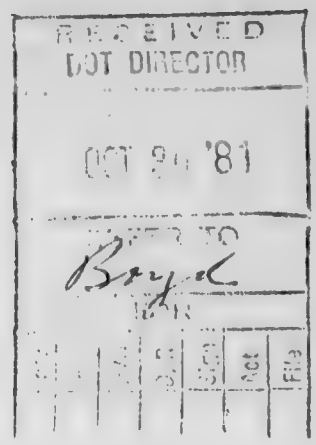
P. O. BOX 618
PHONE 296-2181

October 28, 1981

Mr. Jay Bruce Boyd
Right of Way Engineer
Department of Transportation
117 State Highway Building
Salem, Oregon 97310

Mr. Jack Sollis
Assistant Attorney General and Counsel
Room 113
Department of Transportation Building
Salem, Oregon 97310

Mr. Fred Klaboe
Director of Department of Transportation
Department of Transportation Building
Salem, Oregon 97310



sent 11-2

RE: File #52131 - Dillard
File #52183 - Cochrane
Polallie Creek-Cooper Spur Detour Section
(Cooper Spur Road)

Dear J. B., Jack and Fred:

Enclosed herein (and there is only one copy, but it is cheaper for you to make copies than it is for me), you will find an Engineered cross-section ofthe road going through the Dillard and the Cochrane property. This engineered cross-section of the road was prepared at no small expense by my client to determine exactly what occurred up there and so that I might better understand the problems, and so might you. You will find also included the legal descriptions and the engineering stations and drawings including the corrections where there were errors in your original map. By the legends on the map you can see where these have been disturbed and the slope ditches were disturbed.

In reviewing the matter with the Dillards and the Cochranes, it would be impossible to live with a 30 foot right of way since your highway is already sloughed in excess of those boundaries and is collapsing in areas.

In view of the previous correspondence, if we can finally settle on what the highway is taking, this will make it alot easier and we can proceed to put an Answer in the suit. In point of fact by the carefully engineered road slope easement of which I have provided you a copy, you will see that the right of way amounts needed are contained within the heavy black lines and the Dillards and the Cochranes would accept those lines as being the boundaries of the road. This would be a removal of .57 acres from the Cochrane's land and 1.79 acres from the Dillard's land.

Several things should be taken into consideration. First, you were going to keep the center line out of Mr. Dillard's parking lot and that did not take place. Second, you were going to put the driveway approach back into the Cochrane property on the southerly end of Buck Creek or at Station 1278 on the map and this never took place. Mr. Dillard was willing to give you the land, and spent one week with his Cat to bulldoze out his property so that the road could be straightened out and used for snow or parking or whatever would be necessary.

Mr. Boyd called and told me the asphalt plants were shut down. That's three weeks ago, and they're operating quite normally and will continue to do so probably until the middle of November.

The bottom line is this: The road boundaries would be acceptable within the description that I have provided on this map drawn by Mr. Danny L. Cron and dated October 22, 1981.

As to the damages on the Dillard property, we have $4,600 worth of trees that have already been removed and acknowledged by the highway department. There is an additional $1,847 worth of trees which have been damaged but are still standing and considered a loss, making $6,447 worth of timber. Then there is 1.79 acres at $8,000 an acre. We have comparables to justify these figures.

Also, you should take into consideration the wood log deck which you left on Mr. Dillard's property without clearing the slash. It has caused Mr. Dillard to receive a citation from the state, and caused him to have to go down and ring the fire area. And, illegal woodcutters, which may or may not have been employees of the State came down there and started a fire which Mr. Dillard had to put out; it burned 2 acres of his property.

As to the Cochrane's property,there is .57 acres at $8,000 an acre; there was $1,120 worth of trees removed from the property; and an additional $920 worth of trees damaged but still standing, making $2,040 worth of timber damage. There is, of course, since no permit was ever given for that, a minimum of double damages, and if

it is intentional, triple stumpage, together with the damage to the land. There is, of course, the emotional distress to the Cochranes because of the insolent way the Highway Department treated them when questioned why they were on their property without permission.

I would like to get these matters settled as quickly as possible before they blossom into further complications.

As to the trade of land, Mr. Dillard is still willing to do that if the highway is moved and paved immediately into the area that he has. However, in view of the broken promises going back to the first permit of entry, he may well question my veracity in telling him that he can trust the State Highway Department.

I would appreciate hearing from you at your earliest convenience.

Very truly yours,

Ronald M. Somers

RMS:dgr

cc: Mr. & Mrs. Dan Dillard
10755 Cooper Spur Road
Mt. Hood, Oregon 97041

Mr. & Mrs. Gordon Cochrane
10755 Cooper Spur Road
Mt. Hood, Oregon 97041

A parcel of land lying in the [illegible] 10 East, W.M., Hood River County, Oregon and being a portion of that property described in that deed to Dan E. and Sharon L. Dillard, recorded as Film No. 793087 of Hood River County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of relocated Cooper Spur Road which center line is described as follows:

Beginning at Engineer's center line Station 1257+06.2, said station being 1240.99 feet South and 178.40 feet East of the Southeast corner of Section 31, Township 1 South, Range 10 East, W.M.; thence South 13° 33' West 72.05 feet; thence on a 286.48 foot radius curve right (the long chord of which bears South 37° 44' West 234.72 feet) 241.83 feet; thence South 61° 55' West 96.17 feet; thence on a 477.46 foot radius curve left (the long chord of which bears South 47° 58' 30" West 230.08 feet) 232.36 feet; thence South 34° 02' West 263.77 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 37° 14' 45" West 107.03 feet) 107.08 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 37° 14' 45" West 107.03 feet) 107.08 feet; thence South 34° 02' West 89.09 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears South 39° 51' West 290.33 feet) 290.83 feet; thence South 45° 40' West 459.93 feet; thence on a 190.99 foot radius curve right (the long chord of which bears North 69° 25' West 345.95 feet) 432.78 feet; thence North 4° 30' West 54.37 feet; thence on a 318.31 foot radius curve left (the long chord of which bears North 24° 27' West 217.21 feet) 221.67 feet; thence North 44° 24' West 120.46 feet to Engineer's center line Station 1285+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Centerline	Width on Southerly Side of Centerline
1263+00		1272+50	45	
1263+52.94		1267+23.79		50
1267+23.79		1272+10.79		45
1272+10.79		1276+70.72		45 taper to 35
1276+70.72		1281+03.50		35
1281+03.50		1281+57.87		35 taper to 70
1281+57.87		1283+79.54		70 in a straight line to 50
1283+79.54		1285+00		50

The parcel of land to which this description applies contains 1.79 acres, more or less, outside of the existing right of way.

9295

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Polallie Creek - Cooper Spur Detour		WEEK ENDING: OCTOBER 31, 1981
		SECTION PREFIX: 214 - 1094
HIGHWAY: FAS B425 (Cooper Spur Rd)		COUNTY: Hood River
NAME OF JOB: Polallie Creek-Cooper Spur Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: C.W. McCallen Construction Co.	CONTRACT NUMBER: 9295	FEDERAL AID PROJECT NUMBER: ERFO -326(1)
DATE OF CONTRACT: May 19, 1981	DATE WORK STARTED: June 1, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 110	CALENDAR DAYS USED 104
	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 95%
PROJECT AUTHORIZATION: $569,436.31		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $524,282.77	ENGINEERING AUTHORIZATION $45,153.54	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $602,688.63	ENGINEERING COST TO DATE $28,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN: 5.84 %	PERCENT OF AUTHORIZATION: 62 %	DATE PROJECT WAS COMPLETED: OCTOBER 23, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.5	2.5			2.5
MILES PARTIALLY COMPLETED	2.5	2.5			2.5
MILES COMPLETED	2.5	2.5			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,500 C.Y.	9,500 ton			5,300 ton
TOTAL QUANTITIES CORRECTED TO DATE	4,500 C.Y.	14,117 ton			4,962 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,500 C.Y.	14,117 ton			4,962 ton
AVERAGE DAILY QUANTITIES	-	-			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	complete	complete			complete
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 02 1981
CONSTRUCTION BRANCH

ASHE K — OM
CAE — CA
FOE — LE
QCE — TC
SCS — FE
EEO — CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity all Week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor has completed all phases of the project.
Semi-final under way, most items have been submitted for precheck.

2nd and 3rd Notification submitted.

SIGNED for: Arthur Steele
W. Reid Meritt

LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

cc: Const (3) Region 1 (1) Region 4 (1)

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 29, 1981

In Reply Refer to File No.:

Ron Somers
Attorney At Law
106 E. 4th
The Dalles, Oregon 97058

RE: Meeting Cooper Spur
Detour September 9, 1981
File 52181 - Dillard
File 52183 - Cochrane
Polallie Cr.-Cooper Spur
Detour Section
Cooper Spur Road

Dear Mr. Somers:

The meeting at the above location brought out issues previously unknown to us. I am hopeful that a positive resolution productive to both parties will result.

Those representing the Highway Division were as follows: Jack Sollis, Chief Counsel; Mike Stovall, Region Maintenance Engineer; Harry Woodward, District Engineer; Reid Meritt, Resident Engineer; and J. Bruce Boyd, Right of Way Manager. The property owner interests included Mr. Dan Dillard, Mr. and Mrs. Cochrane and yourself.

In response to your letter of September 17 and my notes on the meeting, the following issues and resolutions are my interpretation: Please note cross-reference to your letter by page and paragraph or number.

After the discussion issues and resolutions were interpreted as follows:

File 52183 - Cochrane

1. 40 Acre Building Site Problem:

Resolution: The width of the taking will be reduced to 30 feet on their side of centerline to remove from the acquisition a nice fringe of timber and because there appears to be no need for a wider width.

The width reduction and a change to easement should enhance our contact with the County to see if the 40 acre building

NOTED
F. B. KLABOE

Form 734-3122

site issue can be resolved. We agreed to intercede with the County and to do all we could to restore the building site if in fact the County was firm in denying it. (Somers page 2, item 3).

2. Description Problem:

Resolution: The commercial tract F810585 shall be defined as not being a part of the Cochrane ownership F810584.

3. Contract Purchaser Cloud:

Resolution: Title company records have been checked and cloud remains clearing document (Quitclaim Deed, etc.) would be appreciated. For File 784040 a sketch of this description is attached and labeled 20A Exhibit. The contract description divided the property in a manner inconsistent with the rest of the descriptions. Upon your request State will provide Quitclaim Deed Dan Dillard et ux to Cochrane et ux in order to clear the record.

4. Access Not Rebuilt:

Resolution: Mr. Cochrane identified a location which was satisfactory for homesite access which will be built by State. (Somers page 2, item 1).

5. Debris Pushed Over Right-of-Way:

Resolution: Area is congested with logging debris and it is difficult to discern any difference. State will remove any debris identified with fresh saw cuts or fresh dozer scars. (Somers page 2, item 2).

6. Trees:

Resolution: With the change in width and title to easement the only trees to be within compensation will be those cut and removed from right-of-way to accommodate construction. A new valuation for both will be required.

7. Compensation:

Resolution: File 52183 will be assigned to Cochrane et ux as item 3 above is clarified and reappraisal as easement is accomplished. (Somers page 2, item 4).

File 52181 - Dan Dillard et ux

1. Parking Lot:

Resolution: Nothing will be done on the easterly portion as the pavement has not been altered in any way. State will paint centerline and fog line to channel traffic keeping the area used for parking as free as possible for restaurant use.

Minor widening - Dan Dillard will remove trees and excavate slope, State will rock and pave approximately 4 foot width southerly of road and easterly of Cloud Cap Road a short distance. This is being done as an accommodation to diminish traffic flow in parking area. This with centerline stripe and fog line will be extent of construction activities by State. (Somers page 3, paragraph 4).

2. 120 Acre Building Site Problem:

Resolution: The width of the taking will be reduced to 30 feet on their side of centerline to remove from the acquisition a nice fringe of timber and because there appears to be no need for a wider width. It will be reduced to an easement so that the underlying fee of that area will remain in Dillard ownership. (Somers page 3, paragraph 3).

An additional width in the vicinity of 1267+00 and to the east on the southerly side may be required for the now existing slope. This will be included and not described so as to leave as much land in Dillard ownership. Compensation for area will be included.

3. Waterline - 3 - 2" Lines 18" to 24" Deep:

Resolution: State will intercede with County to provide permit for Dillard to maintain his water system. (Somers page 3, paragraph 3).

4. Width of Road Through Both Files:

Resolution: County resolution No. 123 Page 82, CJ2 dated October 7, 1920, provides 40 foot width 20 feet on either

side of centerline. Map of road with subdivisions color coded to illustrative color coded resolution. We checked with Title Company and made them aware of document. Mr. John Stanley indicates he did not include the County Journal as a part of his report to you. The resolution and subsequent Deed Book 19, Page 479, gives the County a 40 foot right-of-way on this alinement through the Dillard and Cochrane properties. As agreed, new right-of-way will be reduced to 30 feet on either side of centerline and changed to a road easement. Sketch showing existing centerline area 1920 vs. new centerline is attached. (Somers page 3, paragraph 6).

I am including an abstract prepared by me which includes all recorded documents.

Resolution: Narrowing the right-of-way and converting to easement will leave all timber except that cut in the ownership of Mr. Dillard. Compensation will be checked on that cut.

6. Timber Clean Up and Question of Survival:

Resolution: With the change in width and title to easement the only trees to be within compensation will be those cut and removed from right-of-way to accommodate construction. A new valuation for both will be required.

State Forester, Mr. Bob Green, has identified those trees because of their location probably will not survive. They will be removed and Dan Dillard compensated for their removal.

Mr. Green suggest that 37 additional trees removed from cut banks. They are marked with a yellow spot on the far side away from the road. Value of these trees is $476.63. State will pay you $500 and remove them if you agree.

7. Description:

Resolution: The description of the easement revised so as to remove the confusion in the commercial site. (Somers page 4, paragraph 1).

With these issues and resolutions we will make a new appraisal of just compensation and tender it to you as agent of the parties involved. If you agree that I have properly covered the issues and resolutions, I would appreciate your concurrence by so noting on a copy of this letter, and we will proceed with the remedies.

If you agree with Item 3, File 52183 and this cloud is removed, we will immediately change our descriptions to agree with narrower width and change to easement. After this is accomplished a new appraisal will be made and a new offer made to you as agent of the parties involved.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh

cc: F. B. Klaboe
Jack Sollis

RECEIVED
DOT DIRECTOR
OCT 5 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Sec. 5 & 6, T. 2 S., R. 10 E., W.M.

10° C.L.
Δ 39°54'
T 115.54'

Exist.
30° C.L.
Δ 39°42'
T 69.0'

1280+76.74 P.I.

2821+85.6 P.I.

1281+57.87 P.C.

N 4°30' W

Exist. 1284+81.2 P.C.

1283+79.54 P.T.

Exist. 1286+13.5 P.T.

Exist. N 49°37' W

N 44°24' W

Exist. N 3°55' W

1281+03.50 P.T.

Exist. 1283+79.2 P.O.T. Ah. =
Exist. 1282+36.8 P.T. Bk.

1282+73.41 P.I.

Exist. 1285+50.2 P.I.

Δ 51°25'
T 512.5'
Exist. 30° C.R. 07'

Δ 139°50'
T 408.02'
30° C.R.

1276+70.72 P.C.

Exist. 1277+73.1 P.C.

Exist. 1276+79.3 P.I.

Exist. S 36°58' W

Exist. 1277+37.4 P.T.

Exist. 1276+08.7 P.C.

Exist. 10° C.L. 12°57'

Exist. S 49°40' W

Exist. S 49°50' W

Exist. 1273+44.3 P.T.

1272+10.79 P.T.

Exist. 1271+88.6 P.C.

Δ 11°38'
T 145.92'
4° C.R.

Exist. 10° C.R.
Δ 15°34'
T 78.5'

Exist. 1272+66.9 P.I.

1269+65.88 P.I.

1269+19.96 P.C.

S 34°02' W

1267+77.39 P.I.

Δ 6°25'30"
T 53.60'
6° C.R.

1268+30.87 P.T.

1267+23.79 P.C.C.

1266+70.31 P.I.

1266+16.71 P.C.

Δ 6°25'30"
T 53.60'
6° C.L.

Exist. S 34°16' W

S 34°02' W

1263+52.94 P.T.

1262+39.11 P.I.

Exist. 1262+31.6 P.I.

Exist. 20° C.R.
Δ 50°12'
T 134.3'

Δ 46°22'
T 128.65'
20° C.R.

Δ 27°53'
T 118.53'
12° C.L.

Exist 1264+23.4 P.O.T. Ah. =
Exist. 1263+03.6 P.T. Bk.

Exist. 1261+56.2 P.C.

Exist. 20° C.L.
Δ 29°
T 75.4'

1261+20.58 P.C.

S 61°55' W

Exist. 1260+30.0 P.T.

1260+24.41 P.T.

Ah. =
Bk.

SKETCH MAP
OREGON STATE HWY DIVISION
POLALLIE CR.-COOPER SPUR DETOUR SECT.
COOPER SPUR ROAD
Scale: 1" = 200' Sept, 1981

57181-A MAP #1

Sec. 31, T. 1S., R. 10E., W.M.
Sec. 6, T. 2S., R. 10E., W.M.

31 | 32 | 6 | 5

Fd. Sec. Cor. Pile Of Rocks (4-29-81)

Fd. Sec. Cor Pile Of Rock (4-29-81)

D.E. & S.L. Dillard
F 793087

Exhibit A
Document
20A

G. & E. Cochrane
F 810584
D.E. & S.L. Dillard (C.P.)
F 784040

G. & E. Cochrane
F 810584

N

20° C.R. Δ T 48°22' 128.65' EQU.
1257+78.25 P.O.T. BA.
1257+82.58 P.C. Ah.
1260+24.41 P.T.
1257+06.2 P.O.T

In Excess of 30 Ac. Rt.

40'
50'
1261+20.58 P.C.
1263+58.94 P.T.
12° C.L. Δ 27°53' 118.53'

6° C.R. Δ 6°25'30" T 53.60'
1265
1266+16.71 P.C.

In Excess of 35 Ac. Rt.

52181 ± 1.0 Ac.
RD.

40° C.R. Δ 11°38' T 145.92'
1269+19.96 P.C.
1267+23.79 P.R.C.
1268+30.87 P.T.
6° C.L. Δ 6°25'30" T 53.60'

30° C.R. Δ 129°50' T 408.02'
1272+10.79 P.T.
1276+70.72 P.C.
1281+03.50 P.T.

SPUR

In Excess of 70 Ac. Lt.

D.E. Dillard
1285 F-810585

35'
1283+79.54 P.T.
1281+57.87 P.C.
18° C.L. Δ 39°54' T 115.54'

52183
0.53 Ac. ±

COOPER

CLOUD CAP RD.

No Scale

31 | 32 -- 415.64' -- 6 | 5

74°28'20"

1253.75'

1254+91.2

S. 13°33' W.

21°43'50"

1257+06.2

Ⓐ S. 13°33' W.
Ⓑ S. 61°55' W.
Ⓒ S. 34°02' W.
Ⓓ S. 40°27'30" W.
Ⓔ S. 34°02' W.
Ⓕ S. 45°40' W.
Ⓖ N. 4°30' W.
Ⓗ N. 44°24' W.

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

September 17, 1981

Mr. Jack Sollis
Assistant Attorney General and Counsel
Room 113
Department of Transporation Building
Salem, Oregon 97310

Mr. Jay Bruce Boyd
Right of Way Engineer
Department of Transportation
117 State Highway Building
Salem, Oregon 97310

Mr. Fred Klaboe
Director of Department of Transportation
Department of Transportation Building
Salem, Oregon 97310

RECEIVED
DOT DIRECTOR

RE: Claims of Dan E. Dillard, Sharon L. Dillard, Gordon M. Cochrane and Evelyn M. Cochrane - Cooper Spur Road, Hood River County

Dear Jack, Bruce, and Fred:

As you know we all met on the property of the Dillards and the Cochranes on September 9, 1981, at 11:00 o'clock a.m. concerning the problems about the relocation of this highway. Present were Gordon Cochrane, Dan Dillard, Mike Stovall, Harry Woodward, Reed Merritt, Jay Boyd, Jack Sollis and myself.

The reason the meeting was called was to attempt to find out what the problems were and how some of them could be solved and to know where and how the trespasses occurred. As you know this has been an extremely troubling problem for the Dillards and the Cochranes because the Cochranes have been virtually ignored throughout the construction with the exception of the right-of-way man in his negotiation with the Cochranes in an attempt to get them to sign a Permit of Entry discussed with Mrs. Cochrane the worth of her land as being $27,000.00 but for some reason they never took a permit of entry from the Cochranes. Mrs. Cochrane had a severe illness in the family and went to California and came back to find her land all plowed up. As you know, at one time the construction was stopped;before the Permit of Entry was granted by Mr. Dillard for his land alone I had a discussion with

you, Fred, and the right-of-way man in Portland and Mr. Dillard in a three-way conversation; it was clearly understood that the highway would be kept to the mountain side of his parking lot to allow access to his restaurant. This was not done; in fact, it was moved only a foot or so from its original course; when in fact it was moved five to six feet around other corners. The highway Department proceeded to move onto the property without a Permit of Entry, cut trees, remove through the contractor a four corner monument of four sections which is clearly a "no-no". When Mr. Dillard objected, he was informed that they were the largest agency in the State of Oregon and they could do any damn thing they wanted. Then when they found out the highway didn't align with their permits and they had no permits for the Cochranes property, the contractor was instructed to speed up his construction project and pave it so it would be a feat accomplished. The Permits of Entry were clearly conditioned upon the fact that condemnation proceedings would be commenced at an early date to allow Mr. Dillard to acquire other property to compensate him for the land that was lost. In the meantime, that property he anticipated buying has been lost.

As I have advised you in the past, Mrs. Cochrane has become so upset over the incident she is now under doctor's care. As a result of the Highway Department moving their equipment over onto Mr. Dillard's property and appropriating his water, he had to leave the hospital two days early right after he had ear surgery because his wife couldn't cope with the problems.

The entire affair has indeed been distressing.

This letter is to put you on notice of the Dillards' claims. I would normally file a counter claim immediately in your condemnation suit, but as you instructed me I was not to make an appearance because you were going to file an amended Complaint and that no default would be taken.

After our discussions on the property, the following seems to be some of the matters which were going to be taken care of more or less immediately:

1. The Highway Department was going to immediately place access to the Cochrane property which they cut off which will be located around the curve from the creek.

2. The Cochranes would receive compensation for the trespass, and the access brush which was pushed on their land would be immediately cleared up.

3. The Cochranes were to remain intact in their building sites.

4. The Cochranes would receive compensation for the land and trees that were removed from the premises.

I understand that you cannot agree that there was any trespass or to the compensation to the Cochranes for their emotional distress.

As to the Dillard tract, the following actions were to be taken:

Mr. Dillard's parking lot was to remain intact; his building site was not to be affected by the Highway relocation; the water lines which were covered up with pavement in the new highway are to receive adequate permits and protections and he will be compensated for the additional cost of repairs that may be necessitated to the water lines by virtue of the additional fill and pavement over the top of it; he will receive compensation for the land taken and the timber taken and of course he will receive compensation which you could not agree to for trespass and/or his emotional upset as a result of the trespass.

In an effort to resolve the matter and in my conversation with Mr. Boyd of Monday of this week, Mr. Dillard will start immediately removing the bank to the mountain side of the highway adjacent to his commercial property to straighten that curve out at his own cost and he will donate the necessary right of way commencing at Engineering Station 1283+79+2 in a northerly direction to the Cloud Cap Inn intersection and the Highway Department will place the base rock and pave it, thus eliminating the curve in front of his commercial property. The Highway Department will then stripe it and place a fog line on it protecting the integrity of his parking lot

You will find enclosed herein the things I promised to furnish to you with the exception of the Chrone survey which is on file at the County Courthouse and which I have requested but has not yet been delivered to me.

The other items I agreed to enclose are the map and the Permit of Entry where the green portion of the map was crossed out showing that Mr. Dillard had no interest in that green section which is the Cochrane property. The valuation of the Cochrane property by the County Assessor, the original Permit of Entry which indicates that the existing road which was found before the project was started does not represent the present existing alignment of the road and that is why the County has taken it as an easement.

You will also find enclosed herein a copy of the Hood River News, with parts underlined where they apparently don't understand where the roads are. I am hoping some of these matters can be worked amicably and the matter can be settled.

Also, to confirm my discussion with Mr. Boyd on Monday, he was to furnish me the strip maps in the Circuit Court cases 8857 and 8858 which are the condemnation cases and Bruce, you agreed to furnish me road cross-sections showing the road prior to the new construction and then the new road construction and, three, give me your pencilled calculations as to the computation of the acreage actually taken off the Dillards. I think everyone conceded there that the description used in the condemnation proceedings is inaccurate and not what is intended by the State.

I am looking forward to immediately receiving copies of your amended Complaint.

Thank you for giving these matters your kind and prompt attention.

Very truly yours,

Ronald M. Somers

RMS:mz:dgr

Enclosures

cc: Mr. & Mrs. Dan Dillard
10755 Cooper Spur Road
Mt. Hood, Oregon 97041

Mr. & Mrs.Gordon Cochrane
10755 Cooper Spur Road
Mt. Hood, Oregon 97041

RECEIVED
JUL 17 1981
M AM AFM

PERMIT OF ENTRY

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

File: Dillard
Section: Sec. 6, T.2S., R.10E.
Highway: Cooper Spur County Road
County: Hood River

Title III of Public Law 91-946, Uniform Real Property Acquisition Policy Act, requires the State to compensate an owner of real property before the State or its contractors can enter onto private property to do work as part of the project.

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of the realignment and improvement of the above-named section and highway, the undersigned hereby grant(s) to the State of Oregon, by an through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property owned by Dan and Sharon Dillard adjacent to the existing Cooper Spur County Road ~~and~~ AS ~~marked on the attached map marked "Exhibit #1"~~ NECESSARY TO CONSTRUCT COOPER SPUR ROAD. THE AREA NEEDED FOR RIGHT OF WAY TO BE DETERMINED BY AUGUST 30, 1981.
The undersigned hereby acknowledges and willingly waives the right to payment prior to possession.

Inasmuch as negotiations for the acquisition of said real property have not been completed, this Permit is granted to avoid delay in constructing said project.

It is understood that this Permit of Entry will in no way jeopardize our rights as grantor(s) in negotiating a settlement, or in any legal proceeding that may arise from the State's acquisition of said real property.

It is further understood the Highway Division will either negotiate a settlement or institute condemnation proceedings by AUGUST 30, 1981, and that in the event lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

Dated this 16TH day of JULY, 1981.

Dan Dillard
Sharon Dillard

The Cochranes being my parents, have no interest in the above property affected by this request.

04/24/81

DATE NOTICE SENT

NOTICE OF VALUE CHANGE

ASSESSOR
HOOD RIVER COUTY COURTHOUSE
HOOD RIVER, OR. [illegible]

ACCOUNT NUMBER
09 2S 10 06 100

LL OTHER PROPERTIES

	TRUE CASH VALUE (or market value)		ASSESSED VALUE (for purposes of taxation)	
	PRIOR YEAR	CURRENT YEAR	PRIOR YEAR	CURRENT YEAR
LAND	18,490	22,491	11,772	13,738
BUILDINGS, (STRUCTURES & IMPROVEMENTS)	30,000	36,900	22,695	26,896
TOTAL	48,490	59,391	34,467	40,634

COCHRAN, GORDON M & EVELYN M
10755 COOPER SPUR RD
MT HOOD PARKDALE OR 97041

TOTAL ACRES 42.14

(SEE IMPORTANT INFORMATION ON REVERSE SIDE)

PERMIT OF ENTRY

Oregon Highway Division
Department of Transportation Building
Salem, Oregon 97310

File Dan Dillard Property
Section: Sec. 6, T.2S, R. 10E
Highway: Cooper Supur County Road
County: Hood River

Title III of Public Law 91-646, Uniform Real Property Acquisition Policy Act, requires the State to compensate an owner of real property before the State or its contractors can enter onto private property to do work as part of the project.

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of the re-alignment and improvement of the above-named section and highway, the undersigned hereby grant(s) to the State of Oregon, by and through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property owned by Dan Dillard within Twenty-Five (25) Feet of either side of the paved Cooper Spur County Road, shown in yellow on the attached Exhibit "A".

The undersigned hereby acknowledges and willingly waive the right of payment prior to possession.

Inasmuch as negotiations for the acquisition of said real property have not been completed, this Permit is granted to avoid delay in constructing said project.

It is understood that this Permit of Entry will in no way jeopardize our rights as grantor(s) in negotiating a settlement, or in any legal proceeding that may arise from the State's acquisition of said real property.

It is further understood the Highway Division will either negotiate a settlement or institute condemnation proceedings by July 1, 1981 ; and that in the event lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

It is further understood this Permit of Entry is conditioned upon the Oregon State Highway Division aligning the highway pursuant to a map marked Exhibit "B" attached hereto. Failure to so align the highway will void this Permit of Entry. The Permit of Entry is further conditioned upon a minimum of standing timber being cut and with the further understanding the State's map, marked Exhibit "A", is in error and does not represent the present existing alignment of the road.

Dated this _____ day of _____, 1981.

_____

_____

Section 6 T2S R10E WM
Hood River County

Cancelled No's. 203 204

2S 10 6

1" = 400'

SCALE 1:9600

0 400 800
FEET
0 20 40
KILOMETER

T. 2 S. 9

H.E.S. NO. 143

H.E.S. NO. 151

H.E.S. NO. 147

H.E.S. NO. 152

H.E.S. NO. 150

STATE HIGHWAY

CROSS CLE TWP

KWY No 35

LOOP LA

LOOP

Lot 6 30.89

Lot 5

Lot 8 33.07

Lot 8 34.16

Lot 7 34.31

Lot 2 37.41

Lot 1 37.02

500

200

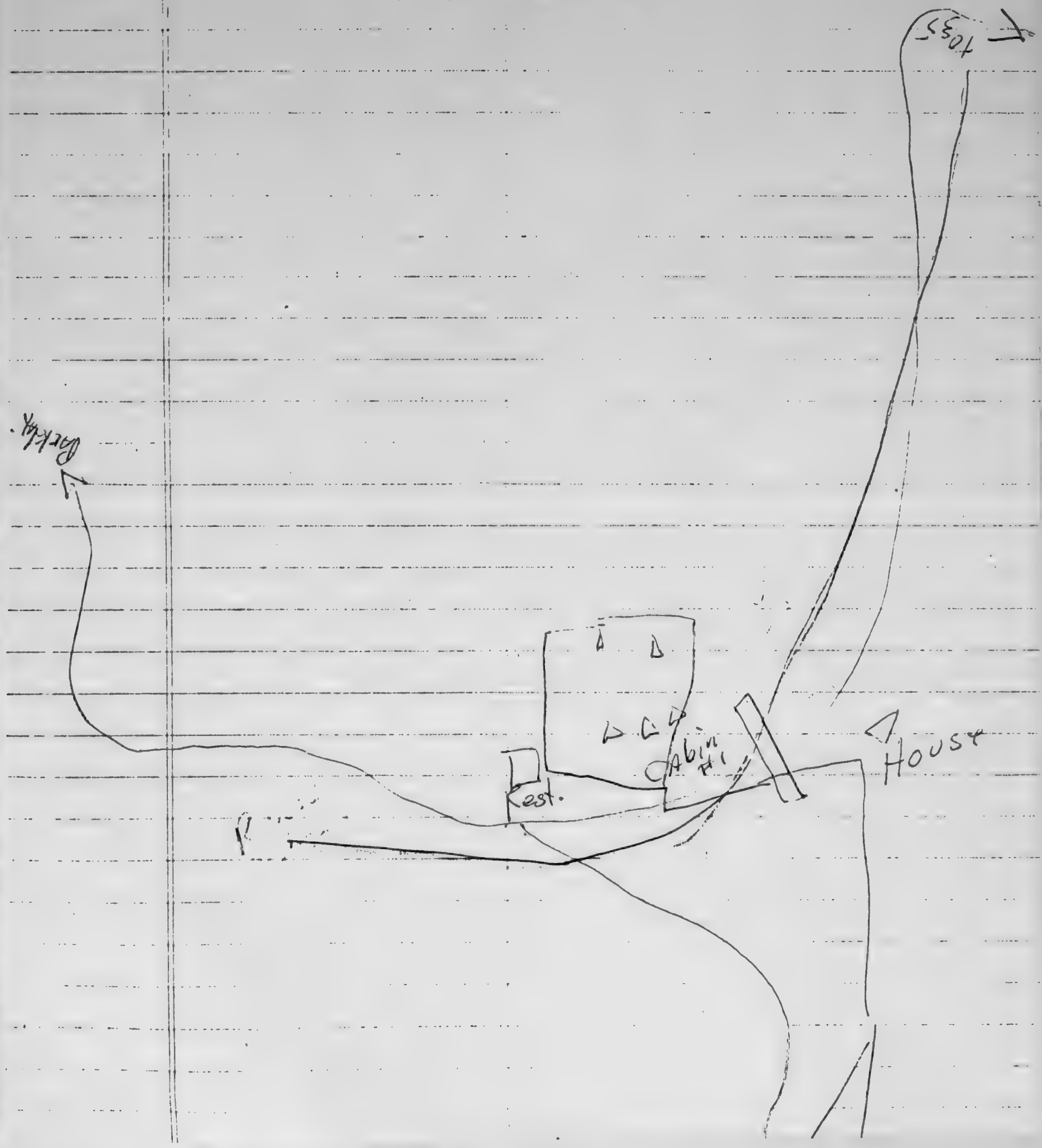
100

300

400

600

Map. East. B.



Sec. 8, T.2S., R.10E., W.M.

Pile Of Rocks
(4-29-81)

D.E. & S.L. Dillard
F 793087

G. & E. Cochrane
F 810584

~~D.E. & S.L. Dillard~~

N

31 | 32 | 415.64' | 6 | 5

74°28'20"

1253.75'

1254+91.2

S. 18°33' W.

21°43'50"

1257+06.2

No Scale

20° C.R.
Δ 48°22'
T 128.65'

1257+78.25 P.O.T. Bk.

1257+82.58 P.C. Ah.

1257+06.2 P.O

1260+24.41 P.T.

In Excess Of 30 Ac. Rt.

40'

1261+20.58 P.C.

1263+52.94 P.T.

12° C.C.
Δ 27°53'
T 118.53'

6° C.R.
Δ 6°25'30"
T 53.60'

1265

1266+16.71 P.C.

In Excess Of 35 Ac. Rt.

4° C.R.
Δ 11°38'
T 145.92'

52181
1.0 Ac.±

1269+19.96 P.C.

1267+23.79 P.R.C.

1268+30.87 P.T.

6° C.C.
Δ 6°25'30"
T 53.60'

RD.

30

1272+10.79 P.T.

30° C.R.
Δ 129°50'
T 408.02'

D.E. Dillard
1285
F-810585

80

1281+03.50 P.T.

1276+70.72 P.C.

1275

SPUR

COOPER

In Excess Of 70 Ac. Lt.

35'

48'

52183
0.53 Ac.±

35'
+03.50
30'

1283+79.54 P.T.

18° C.C.
Δ 39°54'
T 115.54'

1281+57.87 P.C.

2 1/2

CLOUD CAP RD.

Ⓐ S. 13°33' W.
Ⓑ S. 61°55' W.
Ⓒ S. 34°02' W.
Ⓓ S. 40°27'30" W.
Ⓔ S. 34°02' W.
Ⓕ S. 45°40' W.
Ⓖ N. 4°30' W.
Ⓗ N. 44°24' W.

Editorial

It was just a coincidence, believe us, when a group of four kids turned out to be a special public relations corps for Westside Elementary School last week.

Our goal was to get an inside view of going back to grade school, and Westside was chosen at random. Principal Marv Turner was asked to select about four youngsters for an interview, but there was no way he could brief them ahead of time.

They were selected to get a sort of cross-section, and there was no way of predicting how they were going to respond to a short list of questions. One of the participants was an on-the-spot substitution — not the one Turner had picked. There was no intent to inflate one school or deflate another. But it was also only fair to try reflecting the opinions of the young people. Had they said they thought their school was "yucky," or that they didn't like their teachers, it would have appeared that way. But they didn't.

It was a notable coincidence because of a recent school board meeting at which administrators recommended closing Frankton School because of shrinking student population in the county, and transferring most of the students to Westside. There is an extemely loyal group (and justifiably so) of Frankton parents who urged the board to keep the school open. It has just grades one and two, and parents feel kids get an especially good start at the small school with traditional atmosphere and high quality education.

Some expressed considerable misgivings about sending their children to the "open concept" Westside School, which was built with movable partitions, but not solid walls. One parent was emphatic enough that she indicated a preference for a private school if Frankton were not available. The board divided equally over whether to go ahead with the closure, so it was a no-decision situation, and Frankton opened — at least until after another evaluation period in October.

Then in the wake of this came the school-opening interview with third, fourth and fifth graders at Westside. One boy said he didn't live in the attendance area, but was there because his parents thought it was one of the best schools in the district. Obviously, from his own responses, he agreed.

Another of the four was a girl whose mother teaches the same grade she attends, but in another district school. Why didn't she transfer to her mom's class? Her response was that mom would have her transfer only if she didn't have a "good" teacher at Westside, and of course she has a good teacher. Those were two pretty strong unsolicited testimonials. Not all students react identically. But the feelings expressed by the youngsters speaking spontaneously should be accepted as indications that there are some positive things about that school.

When it comes down to basics, perhaps the comment most to-the-point came from the parent who summarized it all by saying "After all, buildings don't teach pupils, teachers teach pupils."

Sense Sit

by W.A. SAXON

Often times when the County Board of Commission members meet they have information on many items in their packets that don't fit readily in a general report of the meeting.

The most recent meeting is no exception.

For instance, there was Ray Miller's report on fee schedules that pointed out that the recent legislation assembly changed the fees schedule for marriage licenses and on-site sewage disposal. Now there's got to be something significant in that, but it's hard to put a finger on it.

But there is a bit more to the story, ple, Director of Public Works Tony [illegible] like to get the Mountain Road [illegible] That is, he doesn't want to change the road, he wants to [illegible] the road's set [illegible]

[illegible] the road right of way he found out some interesting th[illegible]y sit[illegible] and the[illegible]

A[illegible] ev[illegible] not [illegible] d[illegible] wants to [illegible] it, [illegible] get [illegible]

Wandering roads are not unusual in Hood River County, however. It seems that some of the early surveyors were not quite as meticulous as they are now. Either that, or they move as time and convenience dictate. Not too many years ago it was learned the road running along the north side of the Hood River Golf Club was "out of its channel," and to set it strictly right, according to the descriptions, would mean golfers would be teeing off in the middle of a road.

But the road was all right where it was, so lines were changed to match it.

ems just don't fit

Other things that didn't quite fit in: There were several resignations and personnel shifts that caused the commission to call a work session to review personnel policies and how they should be followed.

One of those resignations was from Rosalind Burkhart from the Department of Records and Assessment, and it was one that prompted Chairman Elmer Murray to voice special regret at losing a valued staff member.

And then, District Judge John Cushman introduced the new community corrections officer. He was listed on the agenda as John R. Short, and Cushman explained he had been a teacher, and was a former resident of the valley. But it didn't ring a bell until Judge Cushman addressed the commission with the newcomer's full name, John Roger Short. Could that be the same Roger Short who was a scatback on those fine Wy'east football teams of the mid-'60s? Could be, he's a 1965 graduate of Wy'east High School.

Dimmick Park entered the county discussion, and it's relevant because the county just got the deed to the property. It had been a state park for years. But a couple of things conspired to change all that. One was that the State Parks budget is being cut back, and Dimmick has been one of the "marginal" parks in the system. The state hasn't been too eager to maintain it. And then, last Christmas proved again what had been known before. The Hood River would like to run through Dimmick, and did so when it had the chance. When the river was rerouted, it left deep sand throughout the park area.

When the state offered to give the property to the county, the county accepted gladly. It won't be developed as a park, though. Tuesday night the county agreed to seek bidders to remove some of that deep sand in open areas. Then later they'll call for bids on a timber salvage project. As part of the bargain, the county acquired a considerable amount of timber in the deal. Most people think of Zibe Dimmick Park as a postage stamp picnic area on the south side of the Mt. Hood-Parkdale highway. But it goes on both sides of the road, and the county acquired it all. While it won't be a full-scale park, there is an area where a baseball field could be developed.

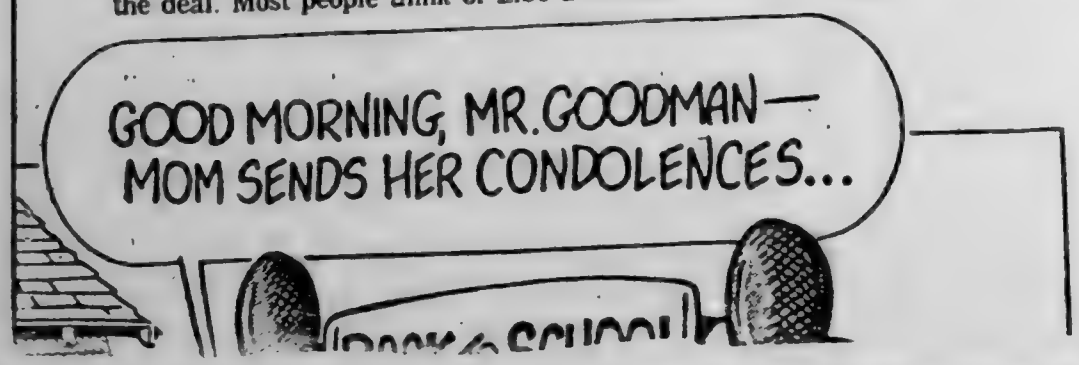
Also, there's some favor in the forestry department for trading away Routson Park altogether. The county commission by no means has accepted the suggestions, but the foresters feel it could be traded as part of a county forest land consolidation deal. Part of the property figures into Highway 35 construction, and the county is clearing the way for that work to go ahead.

In another area, the commission heard from Brent Lake, the Land Conservation and Development Commission field representative. He came here from Bend to brief the commission on that massive project, the comprehensive plan.

It is scheduled for review by the LCDC on Oct. 29 or 30, and that's the big review. Lake said the staff is working on it now, and will have a recommendation to present by Oct. 16. The county commission will have a copy well ahead of the review day. Lake told the commission not to expect approval outright. Instead, he said, the pattern has been to provide for a continuance up to 120 days to respond to any problems found by the reviewing staff.

He's looked at the plan, and noting it is in five separate parts, suggested that some of the problems might come from inconsistencies among the different parts. So there will probably have to be some adjustments before that final document is in place.

Other incidental items: The county is preparing to enter negotiations with AFSCME local union 2503, and will contract with Scott and Associates as the county representative in the negotiations. Like the school district, the county now has a professional negotiator because these discussions have become so complex.



9295

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: Awarded by R.O		County: Hood River
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: ERFO-326(1)
MODIFICATION NUMBER: 1	8 (1) 21	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 1, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,266,210	$ 10,418,000
Federal funds	$ 1,266,210	$ 10,418,000
Other revisions		

This modification is made for the following reasons: Letting of roadway contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D A Mochring

Assistant State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-Files

Oregon State Highway Division
Salem, Oregon August 18, 1981

Federal Aid Project
No. ERFO-326(1)

Polallie Creek-Yellowjacket Creek Section
Mt. Hood Highway
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering.		All Required	$ 410,000.00
Type Code R/W Right of Way		All Required	168,000.00
Type Code Y050 Cooper Spur Road Detour Roadway (Sta. 1156+00 to Sta. 1290+00)			
Previous Contract No. 9295		All Required	$ 576,000.00
Emergency Repair			
Temporary & Permanent (See Project Agreement Estimate dated June 2, 1981)		All Required	$ 112,210.00

Polallie Creek-Yellowjacket Creek (Permanent Repair)(Contract)
Type Code 6201
Roadway (Sta. 876+00 to Sta. 1235+00)

Furnishing Field Laboratory	1	Each		$ 2,500.00
Mobilization	90	%	All Required	495,350.10
Clearing and Grubbing			All Required	274,000.00
Removal of Structures and Obstructions	90	%	All Required	4,500.00
Ditch Excavation	130	Cu. Yd.	10.00	1,300.00
General Excavation	891,800	Cu. Yd.	2.40	2,140,320.00
Extra for Selected Gravel Blanket Material	7,100	Cu. Yd.	3.00	21,300.00
Stone Embankment	22,800	Cu. Yd.	5.00	114,000.00
6"-0 Quarry Run Rock	150	Cu. Yd.	10.00	1,500.00
Overhaul	130,900	"C"Yd. Sta.	0.01	1,309.00

Trench Excavation	3,920 Cu. Yd.	4.00	15,680.00
Finishing Roadbed and Slopes	98 %	All Required	4,900.00
Obliteration of Old Roadway		All Required	5,000.00
Watering	3,820 M-Gal.	8.00	30,560.00
Aggregate Shoulders	15,465 Ton	4.00	61,860.00
Cement Treated Base Mixture	84,500 Ton	5.50	464,750.00
Portland Cement in CTB Mixture	4,650 Ton	85.00	395,250.00
Asphalt in Seal	180 Ton	230.00	41,400.00
Class "B" Asphalt Concrete Mixture	33,720 Ton	10.00	337,200.00
Asphalt Cement in Mixture	1,885 Ton	185.00	348,725.00
Asphalt in Tack Coat	23 Ton	230.00	5,290.00
Membrane Waterproofing	470 Sq. Yd.	10.00	4,700.00
Concrete in Box Culvert Extension	60 Cu. Yd.	375.00	22,500.00
Reinforcement in Box Culvert Extension	7,415 lb.	0.60	4,449.00
Grouted Rock Ditch	1,015 Sq. Yd.	8.00	8,120.00
12'8" X 8'11" Structure Plate Pipe Arch	76 Lin. Ft.	300.00	22,800.00
12-inch Culvert Pipe	1,700 Lin. Ft.	17.00	28,900.00
18-inch Culvert Pipe	1,160 Lin. Ft.	20.00	23,200.00
24-inch Culvert Pipe	850 Lin. Ft.	30.00	25,500.00
36-inch Culvert Pipe	124 Lin. Ft.	40.00	4,960.00
48-inch Culvert Pipe	490 Lin. Ft.	45.00	22,050.00
60-inch Culvert Pipe	334 Lin. Ft.	60.00	20,040.00
84-inch Arch Type Pipe	124 Lin. Ft.	120.00	14,880.00
8-inch Drain Pipe	2,670 Lin. Ft.	6.00	16,020.00
Gravel in Drains	640 Cu. Yd.	12.00	7,680.00
Guard Rail, Type 2A	15,600 Lin. Ft.	10.00	156,000.00
Guard Rail, Type 3	100 Lin. Ft.	22.00	2,200.00
Guard Rail Anchors, Type 1	36 Each	250.00	9,000.00
Extra for Guard Rail Bridge Connections	4 Each	375.00	1,500.00
Rail End Pieces, Type B	2 Each	50.00	100.00
Rail End Pieces, Type C	29 Each	75.00	2,175.00
16' Double Gates	1 Each	750.00	750.00
Rock Protection Fence	1,000 Lin. Ft.	18.00	18,000.00
Extra for Asphalt Approaches	15 Each	300.00	4,500.00
Concrete Barrier	1,575 Lin. Ft.	30.00	47,250.00
Paved Culvert End Slopes	970 Sq. Ft.	8.00	7,760.00

Keyed Riprap Class 2000 (Mod.)	43,600 Cu. Yd.	6.00	261,600.00
Loose Riprap, Class 2000	62,500 Cu. Yd.	6.00	375,000.00
Filter Fabric	23,000 Sq. Yd.	1.00	23,000.00
Delineators, Type 1	226 Each	23.00	5,198.00
Delineators, Type 4	70 Each	9.00	630.00
Roadside Seeding and Straw Mulch with	30 Acre	970.00	29,100.00
Mulch Binder	30 Acre	450.00	13,500.00
Reseeding and Fertilizing			$5,949,756.10

Anticipated Items

Slide Correction		All Required	$ 25,000.00
Reconst. Polallie Creek Channel		All Required	5,000.00
Flood Debris Cleanup		All Required	150,000.00
Permanent Pavement Marking	83 %	All Required	4,400.00
Temporary Erosion Control		All Required	25,000.00
Asphalt Cement Adjustment	86 %	All Required	103,700.00
On-the-job Trainees (12)(12,000 hr. @ $0.80)		All Required	9,600.00
Bikeway Signs, Stencils and Striping		All Required	3,700.00
Footing Repair and Protection (Br. No. 16006)		All Required	15,000.00
Erosion Netting		All Required	25,000.00
			$ 366,400.00
		SUBTOTAL	$6,316,156.10
		Engineering	789,519.90
		TOTAL	$7,105,676.00

Length of Project ---------- 6.790 miles
Cost of Roadway Per Mile -----$1,046,491.31

Retained in Program Status

Additional Drainage Where Required	All Required	$ 25,000.00
Crystal Springs Water Dist.	All Required	135,000.00
Hood River County (Water)	All Required	5,000.00
Planting Deciduous Tree Whips	All Required	10,000.00
	SUBTOTAL	$ 275,000.00
	Engineering	34,375.00
	TOTAL	$ 309,375.00

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 410,000	$ 410,000
Right of Way	168,000	168,000
Detour Road (Contract No. 9295)	576,000	576,000
Temporary Work	112,210	112,210
Roadway	7,105,676	7,105,676
SUBTOTAL	$ 8,371,886	$ 8,371,886
Reserve (Retained in Program Status)	309,375	309,375
Reserve	1,736,739	1,736,739
TOTAL	$10,418,000	$10,418,000

Group 1 100%; Group 8 0.00%
Contract No. 9295
Prefix: 14-1903
14-25
14-1094

Group 1 97%; Group 8 0.00%
Contract No. 9338
Prefix: 14-1903
14-1096

Polallie Cr.-Yellowjacket Cr. Section
(non participating - State work)

State Responsibility for Damages	92 %	All Required	$	6,400.00

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
6-10-6.	FEDERAL-AID PROJECT AGREEMENT	COUNTY HOOD RIVER
		PROJECT NO. FRFO-326(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Polallie Cr.-Yellowjacket Cr.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-25-80	6.7
RIGHTS-OF-WAY		6.7
CONSTRUCTION	04-22-81	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$1,266,210.00	$1,266,210.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By H.S. Coulter

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 6-1-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen File

Oregon State Highway Division
Salem, Oregon June 2, 1981

Federal Aid Project
No. ERFO-326(1)

Polallie Creek-Yellowjacket Creek Section
Mt. Hood Highway
Hood River County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.			
Preliminary Engineering		All Required	$410,000.00
Type Code R/W			
Right of Way		All Required	$168,000.00
Type Code Y050			
Cooper Spur Road			
Detour Roadway (Sta. 1156+00 to Sta. 1290+00)			
Mobilization		All Required	$ 20,000.00
Clearing and Grubbing		All Required	16,000.00
Motor Grader	100 Hour	59.60	5,960.00
Tractor with Dozer and Ripper Min. 141 EHP	400 Hour	71.25	28,500.00
Tractor with Dozer and Ripper Min. 250 EHP	400 Hour	101.22	40,488.00
Loader	400 Hour	64.05	25,620.00
Dump Truck	1,200 Hour	35.00	42,000.00
Roller	100 Hour	64.05	6,405.00
Air Compressor 600 CFM	40 Hour	42.00	1,680.00
Laborers	160 Hour	26.00	4,160.00
Explosives	2,000 Lb.	5.00	10,000.00
Watering	300 M-Gal.	12.00	3,600.00
1"-0 Aggregate Base	9,500 Ton	9.50	90,250.00
Emulsified Asphalt Concrete Mixture	5,000 Ton	16.50	82,500.00
Emulsified Asphalt in Mixture	300 Ton	180.00	54,000.00
Aggregate in Sand Choke Seal	370 Ton	11.50	4,255.00
1/4"-#10 Aggregate in Chip Seal	400 Ton	15.50	6,200.00
Emulsified Asphalt in Chip Seal	39 Ton	200.00	7,800.00

Asphalt in Tack Coat	12 Ton	175.00	2,100.00
18-inch Culvert Pipe	140 Lin. Ft.	20.00	2,800.00
24-inch Culvert Pipe	20 Lin. Ft.	23.75	475.00
48-inch Culvert Pipe	4 Lin. Ft.	58.25	233.00
Delineators, Type 1	260 Each	18.00	4,680.00
			$459,706.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	1,000.00
Temporary Protection and Direction of Traffic	All Required	35,000.00
Temporary Erosion Control	All Required	4,000.00
		$ 42,000.00
	SUBTOTAL	$501,706.00
	Engineering	74,294.00
	TOTAL	$576,000.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS 100%

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 410,000.00	$ 410,000.00
Right of Way	168,000.00	168,000.00
Temporary	112,210.00*	112,210.00
Detour Roadway	576,000.00	576,000.00
SUBTOTAL	$1,266,210.00	$ 1,266,210.00
Work Retained in Program Status		
Permanent Construction	$11,533,790.00	$11,533,790.00
TOTAL	$12,800,000.00	$12,800,000.00

* See Attachment #1

Group 1	100%
Contract No.	9295
Prefix	14-1903
Prefix	14-25

Attachment #1

FLOOD RESTORATION COSTS
December 1980-March 1981

DETOUR ROAD -- COOPER SPUR COUNTY ROAD
Emergency Repairs
Permanent Repairs Made in Conjunction with Emergency Repairs

14-4726-100 (Pothole Patching)

State Forces:	Labor	$ 2,270.34		
	Equipment	599.70		
	Materials	337.00		
			$ 3,207.04	$ 3,207.04

14-4726-140 (Striping)

State Forces:	Labor	517.91		
	Equipment	111.20		
	Materials	579.70		
			$ 1,208.81	$ 1,208.81

14-4726-143 (Minor Sign Installation)

State Forces:	Labor	1,141.57		
	Equipment	328.05		
	Materials	496.03		
			$ 1,965.65	$ 1,965.65

14-4726-159 (Other Traffic Services)

State Forces:	Labor	64.92		
	Equipment	12.20		
	Materials	-0-		
			$ 77.12	$ 77.12

14-4726-170 (Snow Removal)

State Forces:	Labor	584.99		
	Equipment	386.80		
	Materials	-0-		
			$ 971.79	$ 971.79

14-4726-171 (Sanding)

State Forces:	Labor	$ 2,089.89		
	Equipment	1,997.50		
	Materials	3,415.00		
			$ 7,502.39	$ 7,502.39

14-4726-179 (Other Snow Removal)

State Forces:	Labor	86.55		
	Equipment	11.60		
	Materials	2.88		
			$ 101.03	$ 101.03

14-4726-181 (Major Settlements/Slides)

State Forces:	Labor	15,816.19		
	Equipment	5,087.21		
	Materials	16,461.68		
TOTAL STATE FORCES			$ 37,365.08	
Outside Forces:	Labor & Equipment	14,038.10		
	Materials	2,321.48		
TOTAL OUTSIDE FORCES			$ 16,359.58	$ 53,724.66

14-4726-192 (Road Patrol)

State Forces:	Labor	371.79		
	Equipment	76.80		
	Materials	-0-		
			$ 448.59	$ 448.59
TOTAL TO DATE COOPER SPUR				$ 69,207.08

MT. HOOD HIGHWAY No. 26 (ORE 35)
Emergency Repairs
Permanent Repairs Made in Conjunction with Emergency Repairs

14-4717-181-75 (Major Settlements/Slides) -- Temporary Repairs

State Forces:	Labor	21,427.63	
	Equipment	6,548.03	
	Materials	8,564.66	
			$ 36,540.32

Outside Forces:	Labor & Equipment	$ 5,370.00		
	Materials	-0-		
			$ 5,370.00	
TOTAL TEMPORARY REPAIRS				$ 41,910.32

14-4717-181-75 -- Permanent Repairs

Outside Forces:	Labor & Equipment	$ 729.90		
	Materials	363.50		
			$ 1,093.40	
TOTAL PERMANENT REPAIRS				$ 1,093.40
TOTAL TO DATE (Hwy. #26)----------				$ 43,003.72

TOTAL HIGHWAY #26----------	$ 43,003.72
TOTAL COOPER SPUR ---------	69,207.08
	$112,210.80

9275

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1981

CERTIFIED MAIL

Gordon M. Cochrane and
Evelyn M. Dillard Cochrane
10755 Cooper Spur Road
Parkdale, Oregon 97047

Dan E. Dillard and
Sharon L. Dillard
10755 Cooper Spur Road
Parkdale, Oregon 97047

American Fidelity Fire
Insurance Company
606 State Street
Hood River, Oregon 97031

File 52183
Polallie Creek-Cooper Spur
Detour Section
Cooper Spur Road (County Road)

Ladies and Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of county road.

For this needed public improvement the Oregon Transportation Commission has found that the following described acquisition is necessary in order to accomplish the planned project. The acquisition is:

Title in fee simple to the following described real property for county road purposes:

A parcel of land lying in the E½ of Section 6, Township 2 South, Range 10 East, W.M., Hood River County, Oregon and being a portion of the following described tract:

Beginning at the intersection of the West line of Homestead Entry Survey No. 151 in Sections 6 and 7, Township 2 South, Range 10 East of the Willamette Meridian in the County of Hood River and State of Oregon with the center line of the old Mt. Hood Loop Highway (now commonly known as Cooper Spur Road); thence North 00° 08' 15" East along the West line of said H.E.S. No. 151, a distance of 1710 feet; thence North 89° 24'

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DOT DIRECTOR
AUG 10 '81
REFER TO
FOR
Chief | Asst | R/W | E&S | Spec | Acct | File

50" East parallel to the North line of said H.E.S. No. 151, a distance of 920 feet; thence South 00° 08' 15" West, parallel to the West line of said H.E.S. No. 151, a distance of 1630 feet, more or less, to the center line of the old Mt. Hood Loop Highway (now commonly known as Cooper Spur Road); thence following said center line in a Westerly direction to the point of beginning.

The said parcel is that portion of said tract lying Easterly of a line at right angles to the center line of relocated Cooper Spur Road at Engineer's Station 1281+57.87 and included in a strip of land 40 feet in width, lying on the Northerly side of said center line which center line is described as follows:

Beginning at Engineer's center line Station 1257+06.2, said station being 1240.99 feet South and 178.40 feet East of the Southeast corner of Section 31, Township 1 South, Range 10 East, W.M.; thence South 13° 33' West 72.05 feet; thence on a 286.48 foot radius curve right (the long chord of which bears South 37' 44' West 234.72 feet) 241.83 feet; thence South 61° 55' West 96.17 feet; thence on a 477.46 foot radius curve left (the long chord of which bears South 47° 58' 30" West 230.08 feet) 232.36 feet; thence South 34° 02' West 263.77 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 37' 14' 45" West 107.03 feet) 107.08 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 37° 14' 45" West 107.03 feet) 107.08 feet; thence South 34° 02' West 89.09 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears South 39° 51' West 290.33 feet) 290.83 feet; thence South 45° 40' West 459.93 feet; thence on a 190.99 foot radius curve right (the long chord of which bears North 69° 25' West 345.95 feet) 432.78 feet; thence North 4° 30' West 54.37 feet; thence on a 318.31 foot radius curve left (the long chord of which bears North 24° 27' West 217.21 feet) 221.67 feet: thence North 44° 24' West 120.46 feet to Engineer's center line Station 1285+00.

The parcel of land to which this description applies contains 0.53 acre, more or less, outside of the existing right of way.

The Oregon Transportation Commission makes this offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition described herein. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of, or receives title to, the acquisition. For this conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $2,300.00.

The State will, however, accept the conveyance subject to the interest of others than yourselves in the following encumbrances:

Right of way to Hood River County recorded June 2, 1926, in Book 19, Page 479, Deed Records.

Right of way granted Glacier Irrigating Company by deed recorded April 7, 1934, in Book 24, Page 220, Deed Records.

Right of way easements to Hood River Electric Cooperative recorded August 2, 1979, as Recorder's Fee No. 791827, Film Records.

As negotiations to purchase the above described real property have not been successful, it will be necessary to institute condemnation proceedings to acquire the needed property together with all outstanding interests. Before this occurs, however, you must decide whether to accept the formal offer of the Commission. I ask that you immediately consider this offer. The right of way agent who has been negotiating with you will again contact you for that decision. Should you accept, the agent is available to close the transaction with you. I sincerely hope an agreement can be reached without condemnation proceedings.

Yours very truly,

J. B. BOYD
Right of Way Manager

ALR:aj

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1981

CERTIFIED MAIL

Dan E. Dillard and
Sharon L. Dillard
10755 Cooper Spur Road
Parkdale, Oregon 97047

File 52181
Polallie Creek-Cooper Spur
Detour Section
Cooper Spur Road (County Road)

Staryl C. Austin, Jr., Director
Dept. of Veterans' Affairs
200 General Services Bldg.
1225 Ferry Street S.E.
Salem, Oregon 97310

Irrigation Specialists, Incorporated
1901 Frontier Loop
Pasco, Washington 99301

Ladies and Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of county road.

For this needed public improvement the Oregon Transportation Commission has found that the following described acquisition is necessary in order to accomplish the planned project. The acquisition is:

Title in fee simple to the following described real property for county road purposes:

A parcel of land lying in the E½ of Section 6, Township 2 South, Range 10 East, W.M., Hood River County, Oregon and being a portion of that property described in that deed to Dan E. and Sharon L. Dillard, recorded as Film No. 793087 of Hood River County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of relocated Cooper Spur Road which center line is described as follows:

Beginning at Engineer's center line Station 1257+06.2, said station being 1240.99 feet South and 178.40 feet East of the Southeast corner of Section 31, Township 1 South, Range 10 East, W.M.; thence South 13° 33' West 72.05 feet; thence on a 286.48 foot radius curve right (the long chord of which bears South 37' 44' West 234.72 feet) 241.83 feet; thence South 61° 55' West 96.17 feet; thence on a 477.46 foot radius curve left (the long chord of which bears South 47° 58' 30" West 230.08 feet) 232.36 feet; thence South 34° 02' West 263.77 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 37' 14' 45" West 107.03 feet) 107.08 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 37° 14' 45" West 107.03 feet) 107.08 feet; thence South 34° 02' West 89.09 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears South 39° 51' West 290.33 feet) 290.83 feet; thence South 45° 40' West 459.93 feet; thence on a 190.99 foot radius curve right (the long chord of which bears North 69° 25' West 345.95 feet) 432.78 feet; thence North 4° 30' West 54.37 feet; thence on a 318.31 foot radius curve left (the long chord of which bears North 24° 27' West 217.21 feet) 221.67 feet: thence North 44° 24' West 120.46 feet to Engineer's center line Station 1285+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
1261+20.58		1267+23.79	40	50
1267+23.79		1268+30.87	40	50 in a straight line to 30
1268+30.87		1281+03.50	40	30
1281+03.50		1285+00	40	35

The parcel of land to which this description applies contains 1.0 acre, more or less, outside of the existing right of way.

The Oregon Transportation Commission makes this offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition described herein. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of, or receives title to, the acquisition. For this conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $5,000.00.

The State will, however, accept the conveyance subject to the interest of others than yourselves in the following encumbrances:

Right of way to Hood River County recorded June 7, 1924, in Book 18, Page 134, Deed Records.

Right of way to Hood River County recorded June 2, 1926, in Book 19, Page 479, Deed Records.

Right of way granted Glacier Irrigating Company by deed recorded April 7, 1934, in Book 24, Page 220, Deed Records.

Easement and right of way granted to United States of America by instrument recorded October 29, 1938, in Book 27, Page 141, Deed Records.

Right of way easement granted Pacific Power & Light Company in instrument recorded August 29, 1947, in Book 35, Page 401, Deed Records.

Easement granted United States of America by deed recorded June 9, 1972, Film No. 721014, Deed Records.

Right of way easements in favor of Hood River Electric Cooperative, recorded August 2, 1979, as Recorder's Fee No. 791827, Film Records.

As negotiations to purchase the above described real property have not been successful, it will be necessary to institute condemnation proceedings to acquire the needed property together with all outstanding interests. Before this occurs, however, you must decide whether to accept the formal offer of the Commission. I ask that you immediately consider this offer. The right of way

agent who has been negotiating with you will again contact you for that decision. Should you accept, the agent is available to close the transaction with you. I sincerely hope an agreement can be reached without condemnation proceedings.

Yours very truly,

J. B. BOYD
Right of Way Manager

ALR:aj

9275 C

ROW 12

26

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: July ~~17~~ 20, 1981

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Polallie Creek-Cooper Spur
Detour Section
FAS B425 (Cooper Spur Road)
Hood River County
Project #ERFO-326(1)

The Right of Way Section has obtained another permit of entry from Dan Dillard authorizing the State to enter his property in order to complete construction of the Cooper Spur detour. It is important to note that this permit expires on August 30, 1981. It is probable that this property will be acquired by condemnation and to complete this action will require that the Right of Way Section have a minimum of 30 days. This makes it absolutely essential that we have an accurate right-of-way description and right-of-way map available to us no later than July 31, 1981. If we do not meet this deadline we will once again be in a trespass situation.

RH:jh
attach.
cc: F. B. Klaboe
E. S. Hunter
Ken Rolfe
Mike Stovall w/attach.
Reid Meritt w/attach.
Hank Wakerlig

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 20 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

7-20-81
Necessary deeds have been ordered
Descriptions & maps will be completed
by July 31 & drawing deeds are received

9295

Hood River Co.

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

July 15, 1981

J. H. Versteeg
Road Design Engineer

File No. 52181 (Dillard)
Polallie Creek-Cooper Spur Detour
Cooper Spur Road (County Road)
Hood River County

Attached is a description, an authorization, right of way prints and miscellaneous data covering right of way required for the subject project now under contract.

Please note that this acquistion will be under the name of Hood River County.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rir
Attachments

9.295

ROW

L,

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd
Right of Way Manager

DATE: July 15, 1981

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Polallie Creek-Cooper Spur
Detour Section
FAS B425 (Cooper Spur Road)
Hood River County
Project #ERFO-326(1)
File 52181 - Dillard

Here is our proposed schedule for obtaining possession of the Dillard property:

Wednesday, July 15, 1981:

1. Check legal status with Sollis.
2. Send maps and estimate to Federal Highway Administration for authorization.
3. Order preliminary title report.
4. Work on appraisal and timber cruise.
5. Get signed Right of Way Agreement from County.

Thursday, July 16, 1981:

6. Complete appraisal and timber cruise.
7. Review appraisal.
8. Get Commission approval to condemn.

Friday, July 17, 1981:

9. Make offer--if no settlement--proceed with condemnation.
10. Send legal letter of offer.
11. Wait 20 days (statutory waiting period).

Thursday, August 6, 1981:

12. File complaint.
13. Deposit money in court.
14. Take possession.

100% Taxpayer

If the property can be acquired for

Courthouse 296-3196

Office 228-7211

RECEIVED
DOT DIRECTOR
JUL 15 '81
REFER TO
FOR
Info | Annual | R/D | D/R | Sign | Act | File

RH:jh
cc: F. B. Klaboe
E. S. Hunter

9295

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STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: July 15, 1981

FROM: Dale D. Allen
Region Engineer

NOTED
H. S. COULTER

SUBJECT: R/W Problems
Polallie Creek-Cooper Spur Section

Following discussion with Reid Meritt, Rod Henry and Mike Stovall, the following is proposed plan of action on this project.

(1) Legal approval to enter to Dillard R/W is expected to be August 6 (Thursday) per Rod Henry.

(2) Base rock placement started today, will be completed July 24.

(3) Paving scheduled to start July 27 and completed up to Dillards R/W Friday, July 31.

(4) Detour will be opened to traffic August 1.

(5) Contractor will be given shut down order August 3, 4, and 5 if all other work is done except base and paving across R/W in question.

(6) August 6 move in and complete base and paving under traffic.

If work proceeds on schedule, Reid will do what is necessary to carry traffic within existing 40-foot R/W from July 31 to August 6 across the Dillard R/W.

Any changes in proposed R/W status should be telephoned to Mike Stovall, Reid Meritt, and myself.

DA:mr

cc: J. B. Boyd
Ed Hardt
Reid Meritt
Dave Carter
K. T. Keasey
H. S. Coulter
John Early

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STATE HWY ENGR
JUL 16 '81
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FOR
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STATE COPY

6-3-81

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Hood River	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-18-81	David B. Carter, Area Engineer	ERFO-326(1)

RECEIVED
STATE HWY ENGR
JUL 24 '81
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

IN COMPANY WITH: Reid Meritt, Resident Engineer, OSHD; R. Pool, Region 4 Construction Engineer, OSHD.

LOCATION: Approximately 22.7 miles south of Hood River, Hood River County, Oregon

cy 7/24

CONTRACTOR NAME AND ADDRESS: C. W. McCallen Construction Co., 8475 SW. Murray Blvd., Beaverton, Oregon 97005

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
5-19-81	$459,706.00	110 calendar days	6-1-81	6-1-81

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	16	5

REMARKS

POLALLIE CREEK-COOPER SPUR DETOUR SECTION
FAS B425-COOPER SPUR ROAD
Grading and Paving

This project provides for improvements to Cooper Spur Road so that this section of the road can serve as a detour while the Mt. Hood Highway repairs are underway. The project is 2.5 miles long.

Work Completed

Clearing	80%
Grading	5%

Work in Progress

The contractor was clearing near the upper end of the project. Clearing debris is being hauled to the Polallie Creek flat for burning in an approved device. Clearing operations should be essentially complete in 2-3 days.

The contractor has started grading operations. Grading should be in full operation as the clearing is completed. Due to the limited work area, grading is somewhat hampered by the clearing work.

Comments

It does not appear that as much of the existing surfacing can be salvaged as was contemplated in the plans. Mr. Meritt will continue to assess the situation as the grading progresses. Some changes may be necessary in this area. The road closure signs are in place.

9295

STATE OF OREGON
HIGHWAY DIVISION - Road Design

INTER-OFFICE MEMO

TO: FILES

DATE: May 7, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Emergency Repair Work
Mt. Hood Highway

Cooper-Spur detour overlay has been advertised.

Polallie Creek-Dog River, a 3.9-mile section, is estimated to cost $5,500,000. Preliminary plans are expected around May 27 and contract plans June 10. Our discussion with Fish and Wildlife people has been favorable on this section.

ER-1338

The preliminary plans on the Dog River-Yellowjacket Creek Section are out. This three-mile project is currently estimated at $5,200,000. There is considerable riprap work necessary on this section so relative costs are higher. The Fish and Wildlife people were very critical of our preliminary plans because of the river channel work; these are being revised. Contract plans for this section will be completed by June 1.

Right-of-way programming maps will be completed by May 15 and right-of-way description by May 22 on the hnorth unit and May 29 on the south unit.

The 12 owners we will have to deal with on this project are as follows:

Crystal Springs Water District
Doris Browning
Margaret Emry
Hood River Box
Hood River County
Mt. Hood Meadows - both units
Victoria Adams
Hallmeyer and Danko
Hallmeyer and Sturman
Peter Byrne
Forest Service
State Land Board

RECEIVED
TECHNICAL SERVICES
MAY 7 '81
REFER TO
FOR
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JHV:ge

cc E. S. Hunter
E. Hardt
J. B. Boyd
Lyle Watson
Hank Wakerlig
Fred Eriksen
Bud Mann

Contains Recycled

9215 — 4-22-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

2A. COUNTY NAME
Hood River

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/22/81

8. FEDERAL ROUTE NUMBER: Primary 24

9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:
Polallie Creek - Cooper Spur Detour Section

11. GENERAL DESCRIPTION OF WORK
Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Perm. Pavement Striping S.F. $2,000
  Temp. Pavement Striping S.F. $1,000
  Temp. Protection and Direction of Traffic S.F. $4,000
  Temp. Erosion Control $4,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4/21/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $700,000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 30 '81
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14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/22/81	G. K. Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9295

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/22/81
Donald L Rout

May ~~28~~ 14, 1981 Bid Letting — All Clear Deadline

SECTION Polallie Creek-Cooper Spur Detour
Highway FAS B425, Cooper Spur Rd.
County Hood River Region 1
Type of Work G-P Funds ER
State ___ Consultant ___ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment					
Write-off Letter					
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey	X			X	
Cultural Salvage	X				
NOISE:					
Noise Study	X			X	

9295

L.7

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region I

~~P.O. BOX 02157, PORTLAND, OREGON 97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

In Reply Refer to
File No.:

April 16, 1981

Hood River Ranger District
6780 Highway 35
Mt. Hood/Parkdale, OR 97041

NOTED
E.S. HUNTER

Attn: Richard Mueller
District Forest Ranger

copy 26 mail JP.

Dear Dick:

The Oregon State Transportation Commission will award a contract to reconstruct the Hood River County road, known as Cooper Spur Road, between Polallie Creek and the Cooper Spur Inn on May 14, 1981.

As per our recent conversation, the State will close this road to all traffic at the beginning of construction. The closure will last through the construction period, approximately 2 months. No designated detour is proposed. The closure will be signed at Hood River on I-84, at the junction of Highway 26 and 35 near Government Camp, and at other places as needed.

The completed reconstruction will not have any traffic restrictions and will allow log truck traffic to resume.

Hood River County officials will obtain the necessary right-of-way through the U.S.F.S. lands. An immediate Permit of Entry will be needed to clear the construction with the Federal Highway people.

The construction details are as we discussed on the site. I will send you a copy of the plans as soon as they are available.

Thank you for your cooperation.

Sincerely,

ORIGINAL SIGNED
M. W. STOVALL

M. W. Stovall
Region Maintenance Engineer

bc E. S. Hunter
J. H. Versteeg
G. Wills
R. Meritt
H. Woodward
Tony Kline, Hood River County
Director of Public Works

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TECHNICAL SERVICES
APR 17 '81
REFER TO
FOR

Info	Info/Re:	R/D	D/R	[illegible]	Acc:	File

9295

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Road Design Engineer

DATE: April 9, 1981

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: POLALLIE CREEK-COOPER SPUR DETOUR
HOOD RIVER COUNTY
TRAFFIC HANDLING

This will confirm a conversation that I had with Ed Hunter on March 27 regarding the work to be done on the Cooper Spur detour road in Hood River County. I told Ed that Mike Stovall and I had talked with two of the Hood River County Commissioners and with the local Forest Service Supervisor and all agreed that it would be prudent to close the road during the time that it is being rebuilt and paved, as opposed to trying to stage the work under traffic. Mr. Hunter agreed with this concept so what we want to do is close it not only for the time that the grading work is under way, which we anticipate to be about four weeks, but also during the time that it is paved, which we anticipate will be done in two weeks or less. In order to inform traffic of this closure, we'd like to have signs placed at Hood River and at Warm Springs Jct. advising of the closure.

ELH/cp

REFERRED TO
2 Beard WBB 1 Stoudenmeyer
Cole Mann
3 Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
3 Olson
4 Sullivan
Terpin
Trout
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APR 10 1981
ROAD DESIGN SECTION

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STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9290 (Cont'd from R.223) (1980) ENDS WITH 9295 (1980)

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	224	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 29th DAY OF September 1982 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cabeley

SIGNATURE OF CAMERA OPERATOR